

The Hongkong Telegraph.

WEATHER FORECAST

RAIN.

(ESTABLISHED 1881.)

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October 31st, 1911, Temperature 10 a.m. 78, 4 p.m. 76; Humidity...78, 80.

October 31st, 1910, Temperature 10 a.m. 76, 4 p.m. 76; Humidity...81, 87.

No. 8622

十一月九日三統宣

WEDNESDAY, NOVEMBER 1 1911.

三拜禮

十一月一十英港香

886 PER ANNUM.
SINGAPORE COPY 10 CENTS.

TELEGRAMS.

THE REBELLION.

[Service to The "Telegraph"]

DEMONSTRATION BY FOREIGN TROOPS.

Bombay, Oct. 31, 1.15 p.m.

Roulet's correspondent at Tientsin states that the foreign troops marched round the concessions yesterday morning as a demonstration.

The Customs Commissioner at Tientsin has received a letter from the local branch of the Revolutionary Committee announcing their intention shortly to seize Tientsin and Peking, and to abolish the likin dues which were a great nuisance to Chinese and foreign trade.

FIGHTING IN HANKOW.

Durban, Oct. 31, 8.15 p.m.

Roulet's correspondent at Hankow states that fighting is still proceeding. The rebels attacked strongly and stayed the advance of the Imperialists towards Han Yang.

Although they lost three more fieldguns the rebels continued a determined resistance along the line which divides the foreign settlements from the native city.

KILLED AND WOUNDED.

The Red Cross doctors say that on a moderate estimate a thousand rebels have been killed and three thousand wounded. The Imperial troops have suffered about six hundred casualties.

REGENT'S ASSURANCE.

Durban, Oct. 31, 8.15 p.m.

Roulet's correspondent at Peking says that the President of the National Assembly has announced that the Regent has sent assurances that the Edict will be faithfully carried out and is not mere words.

The members have expressed their satisfaction with the Edict.

CANTON'S SOMERSAULT.

Bombay, Nov. 1, 7.50 a.m.

Roulet's correspondent at Canton says that the Dragon Flag was removed from the Government buildings there and various Imperial tokens were abandoned. Signs of the virtual independence of the city were shown, though connection with revolutionaries was disclaimed.

The Dragon Flag was subsequently rehoisted, and it is stated that business has been resumed.

Imperial gunboats were cleared for action and there were nine foreign warships off the European quarter.

French bluejackets were landed to protect the French Settlement, and bluejackets patrolled the foreign settlements.—Roulet.

TELEGRAMS.

THE REBELLION.

QUICK CHANGES.

Shanghai, October 31.

Yesterday the rebels recaptured Hankow from the Imperialists, who retired to the Howkam district.

NANCHANG TAKEN.

It is rumoured that Nanchang Prefecture has been taken by the Revolutionaries, that His Excellency Fung U-kwai, the Governor of Kiangsi, is nowhere to be found and that His Excellency Liu Chun-lan, the Provincial Treasurer, has been killed.

NATIONAL ASSEMBLY.

The National Assembly has invited the President and Vice-President of the Cabinet to consider further means for dispersing the rebellion.

The Army Advisory Council has ordered the 5th Division of the army in Peking to proceed to Shanai.

IMPERIAL TEARS.

The Empress Dowager has been in tears all day on account of the soldiers' reluctance to fight, which has resulted in the loss of five provinces within ten days. She is blaming Prince Tsai Tao and General Yin Chang for their negligence.

FIGHTING AT NANCHANG.

Shanghai, Oct. 31.

Chen How-sui has asked the Throne for permission to proceed to the scene of operations with an army of 3,000 strong against the rebels.

The rebels of Taiyuan in Shanai are working in co-operation with those of Shan in Shensi with the hope of making a rear attack on the Imperial forces.

The soldiers and police in Nanchang, the capital of Kiangsi, have had a serious battle with the fourth and fifth companies of the modern army and also with the artillery corps stationed outside the city. During the battle, the Governor Fung Yu-kwai fled, leaving the city at the mercy of the rebels. The Provincial Treasurer is reported dead.

A GOVERNOR PUNISHED.

Shanghai, Oct. 31.

The Governor of Hunan, H.E. Yu Sing-kak, has been dismissed by the Throne on account of the fall of Changsha into the hands of the rebels.—"Shan Po."

TELEGRAMS.

THE WAR.

HEAVY LOSSES.

[Service to The "Telegraph"]

Bombay, Oct. 31, 1.45 p.m.

Roulet's correspondent at Rome says that it is officially stated that the Italian losses at Tripoli from Oct. 23 to Oct. 26 were 13 officers, and 361 men killed, and 16 officers and 142 men wounded. Roulet's correspondent at Tripoli states that it is estimated that 4,000 Arabs were killed from Oct. 23 to Oct. 27.

ITALIAN IRRITATION.

Bombay, Oct. 31, 11.50 p.m.

The irritation shown by the Italian press at the continued suppression of news is growing. The daily newspapers, which aided the Government in forming public opinion in favour of the seizure of Tripoli, are especially indignant. They maintain that the suppression of facts which have been learned in Italy through the foreign press, is causing anxiety and a lack of confidence.

Meanwhile elaborate and detailed accounts of great Turkish victories which are being published in Constantinople are producing the utmost enthusiasm there.

ITALIAN DEFEATS DENIED.

Durban, Oct. 31, 11.40 p.m.

Roulet's correspondent at Rome says that reports of Italian defeats are officially denied. Eight hundred more Arabs have been deported to Tremiti.

PLAGUE AT HAICHOW.

The Haichow correspondent of the "Shanghai Times" wrote on Oct. 19:

There now seems to be no possibility of a doubt that the disease which has been raging here for the past few weeks is the Bubonic Plague. In a letter of the 17th inst., I made mention of some of the general characteristic symptoms of the disease as manifested here. We had then heard nothing of buboes or swelling of glands otherwise than those of the throat. Further inquiry has brought out the additional fact that not only are the glands of the throat affected but also the glands under the arms and in the groin are affected and swell up to some considerable size. The inner lining of the mouth and throat becomes black at death. The gums become purplish or black. These symptoms confirm us in the opinion that this disease must be the Plague.

For the past three weeks there has been an average of twenty-five or thirty deaths per day in the city. It is reported that the sum total of deaths to date is between five and six hundred. These figures, of course, are unofficial but we doubt if they are exaggerated. A slight decrease in the number of new cases and the number of deaths is reported for the past three or four days.

Neither the officials nor the people are making any attempt whatever to fight the plague. Sanitation or quarantine are undreamed of. We have urged several to begin a campaign against the rats and fleas, they only say that is a difficult matter so nothing is done.

We appeal to any foreign trained physician who has the interest of humanity at heart to come up and make a thorough investigation of the situation and to organize some campaign for the stamping out of this pestilence.

TELEGRAMS.

HOME RAILWAYS.

WAGES INCREASED.

[Service to The "Telegraph"]

Durban, Oct. 31, 11.40 p.m.

Railway companies at Home are publishing details of the increases in wages.

The concession made by the London and North Western amounts to £80,000 per annum, and that of the Caledonian to £10,000.

A MANIFESTO.

Bombay, Nov. 1, 7.50 a.m.

The railwaymen have issued a lengthy manifesto which will be submitted to the companies. It demands improved conditions and wages.

The demands are contained in 35 clauses which deal in detail with the question of the hours, holidays, promotion, and wages of the various grades.—Roulet.

CHINESE PORK

"PRIME QUALITY."

[Service to The "Telegraph"]

Bombay, Oct. 31, 11.50 p.m.

Dr. Farrar of the Local Government Board, who was sent to enquire into the conditions of the Chinese export trade in pork, has issued an extremely favourable report which is framed to show that the prejudices entertained against Chinese pork are baseless.—Roulet.

SITUATION IN CANTON.

SHORTAGE OF SUPPLIES.

[The "Telegraph" Correspondent]

Canton, Oct. 31.

The delegation, which left Canton for Hongkong to consult with the members of various societies there, has returned reporting that the views expressed were similar to those evinced in Canton.

Yesterday the Taotai of the Constabulary and the Taotai for the Promotion of Industries, the Canton Prefect, and the Nam Hoi and Pun Um magistrates were seen going from door to door endeavouring to quieten the people. The city gates being closed, provisions could only be taken into the city with great difficulty and the result is that the price of rice and vegetables has gone up considerably.

Five hundred of the Kwatin forces have been stationed in different localities to maintain order.

CANTON'S DETECTIVES.

After the last outbreak, a detective Bureau was established in Canton, and this has been very adversely commented upon by the Canton press. Regarding the assassination of the late Tartar General Fung Shan, the bureau has so far not been able to trace the perpetrators of the deed or even to obtain any information which may lead to the arrest of those connected with the outrage. The Viceroy has decided to suspend the services of this bureau in order to curtail expenses.

TELEGRAMS.

HOME POLITICS.

INSURANCE BILL.

[Service to The "Telegraph"]

Durban, Oct. 31, 8.50 a.m.

Among the clauses of the Insurance Bill passed yesterday was one which provides that where the insured person emigrates to a Colony and becomes a member of a society approved by the Insurance Commissioners he may take a transfer value with him if the Commissioners are satisfied that the Society gives corresponding rights to members emigrating to the United Kingdom.

Mr. Lloyd George said the clause was the first attempt to establish a sort of reciprocity with the Colonies. He was prepared to consider suggestions for making the clause more complete.

CHURCHILL'S SCHEME.

The "Daily Telegraph" states that one of the first acts of Mr. Winston Churchill as First Lord of the Admiralty will be the creation of a War Staff of the Navy, and he will probably aim at persuading the Dominion Governments to establish naval war staffs and arrange for an interchange of officers.

COPYRIGHT BILL.

Durban, Nov. 1, 1.35 a.m.

The Lords have passed the second reading of the Copyright Bill.—Roulet.

HOW KIUKIANG FELL.

EASY REBEL GAIN.

The Kiukiang correspondent of the "Shanghai Mercury" writes on Oct. 24 says:

The native city and suburbs here is now in the hands of the Revolutionists. Last night all the soldiers went over to a man. These are probably about 1,500. They had patrols in every street, fired off blank cartridges to intimidate the people, burnt the Taotai's yamen, sent guards to the missions, and the thing was done. There was no resistance at all as far as I hear, and no bloodshed. Some of us in the Concession knew nothing of what had happened until this morning. A small British patrol is on the Concession, but the Chinese are going to and fro about their work as if revolution was an every-day occurrence. The students of the M.E.M. School and Colleges were all disbanded a week ago at the first alarm; and the ladies of that mission are staying at the C.I.M. in the Concession.

For the past few days we have had six Chinese gunboats, which had fled from Hankow off our Bund; but this morning there is only one. This is still flying the Dragon flag. H.M.S. Bramble is here.

It is freely reported on the street that Nanchang set the example to Kiukiang, and yesterday declared for the Revolution. It is to be sincerely hoped that if China is to cast off the Manchus, it may everywhere be arranged as quietly as here. Of course there is panic still to leave the city, and even the Telegraph clerks are missing just now, but order is being kept.

TELEGRAMS.

KAISER'S WARNING.

RELIGION AND WORK.

[Service to The "Telegraph"]

Durban, Oct. 31, 8.5 p.m.

Roulet's correspondent at Berlin says that the Kaiser has received two German East African missionaries, Bishop Munch and Father Acker.

The Kaiser inquired as to the progress of the colony and emphasized that while the natives must have religion they must also work.

He warned the missionaries that they must be energetic in combating Islam which might prove a danger to the colonies.

The "Berliner Zeitung" says that the Kaiser's words, uttered at such a moment, may sound to his Turkish friends like a hostile demonstration.—Roulet.

CHINA'S RAILWAYS.

Tientsin-Pukou Line.

The Haichowfu correspondent of the "China Press" writing on Oct. 18 says:—The Tientsin-Pukou Railway was opened for traffic as far as Haichowfu on Oct. 8. It was a great day for the Chinese, the station being decorated, gentry out in force, sacrifices made to the local deity whose territory has been thus ruthlessly invaded by the iron monster.

At present only a construction train service has been inaugurated and considerable work yet remains to be done before a regular passenger service can be undertaken. Even as it is, however, it is a very great convenience, making the run from Pukou to Haichowfu in two days, a distance of 211 miles.

The first day brings one to Peng Pu. Here looms up the splendid bridge over the Hwai River erected by the District Engineer, Mr. Bourne. It is a fine piece of engineering work and looks as if it would stand for an age. The road owns its own quarries and the ballasting will soon be finished. As one glides along in the comfortable new coaches, the road seems to be remarkably smooth and solid, considering its newness.

The rail-head has now reached the Grand Canal which is the limit of the Southern Section, which is being constructed by the Germans. It is only a few months till there will be a one-day schedule from Pukou to Haichowfu and early next year it is hoped that the entire line will be open through to Tientsin.

The fare at present is high, being about four cents per mile or twice that of the Shanghai-Nanking line. This is, doubtless, due to the fact that until construction work is finished it is not especially desired to encourage passenger traffic, and it will surely be reduced when a regular passenger train service is started.

TELEGRAMS.

AUSTRIAN CABINET.

A CRISIS.

[Service to The "Telegraph"]

Bombay, Nov. 1, 7.50 a.m.

The Austrian Cabinet has resigned.

Durban, Nov. 1, 1.35 a.m.

Roulet's correspondent at Vienna says that the resignation is apparently due to the failure of the Government to obtain a majority in Parliament to carry out its programme.—Roulet.

RUSSIA'S NAVY.

THREE NEW VESSELS.

[Service to The "Telegraph"]

Durban, Oct. 31, 8.50 a.m.

Three Russian battleships were laid down at Nikolaieff yesterday.—Roulet.

TRUSTS IN AMERICA.

The Steel Case.

A special telegram, dated New York, Oct. 27, to the "China Press" is as follows:—The United States Government, by the Attorney-General and his assistants, has filed a suit at Trenton, New Jersey, to dissolve the United States Steel Corporation, popularly known as the Steel Trust. The Steel Corporation, which is the greatest business corporation in the world, is chartered in New Jersey, which necessitates the suit being brought there.

The suit is along the line and on the same general legal principle as the suits brought to dissolve the Standard Oil Company and the American Tobacco Company, and which after years of litigation were sustained by the Supreme Court of the United States. As it has been unofficially reported that the Government would not bring any more suits against the great corporations under the Sherman Law, but would give them time voluntarily to reorganize to conform with the recent Supreme Court decisions, these suits created a great sensation and caused a slump in Wall Street.

What caused this sudden change of front of the legal department of the Government is not exactly known, but it is believed to be a result of the refractory attitude of officials of the Steel Corporation, who were not moving with their reorganization as rapidly as the Government desired.

It is thought that since President Taft began his Western speaking tour he has discovered that his administration is losing ground with the people, and in financial circles the action against the Steel Trust is taken to be a political move to give the President popularity in the West. Officials of the Company say that even if this suit compels a reorganization, it will not affect any of its valuations.

The suit promises sensational developments because of the number of men prominent in the financial and industrial world of America who have been subpoenaed by the Government to give testimony. Among the witnesses called are J. Pierpont Morgan, Andrew Carnegie, James J. Hill, both John D. and William Rockefeller, Judge Gary, Charles Schwab, who is now in China, and others. Most of these men are named as individual defendants in the suit, and will thus be compelled to put in appearance, or permanently reside outside of the United States.

A SHANGHAI SENSATION.

Lawyer's Office Besieged.

The following is from the "Shanghai Mercury" of Oct. 20:—In the early hours of this morning there was considerable excitement in the vicinity of the Ningpo and Kiangso Roads, the cause being the attempted boarding up of the doors of Mr. G. D. Musso's law offices at No. 48 Kiangso Road by Messrs. Boll Brothers, of the Shanghai Building Co., assisted by a number of Sikhs, Chinese and foreigners, one of whom is alleged to be connected with the U.S. Collier Pompey. The whole trouble, it is said, commenced in the latter part of last year, when Mr. Musso sued Father Garces for criminal libel. The China Land and Finance Co. sued Mr. Musso in the Italian Court for rent, which he refused to pay owing to alleged breach of contract. Mr. Musso filed a counter claim for Tls. 152,000 against the Land and Finance Co., as agents for Father Garces, on the ground that previous to the suit being commenced the Land Co. had put a bill in possession. Mr. Musso, it is said, was awarded judgment for Tls. 152,000. Matters went on until a few days ago when Mr. Musso on returning to his offices found that the doors and windows had been fastened with iron bars. He then with the help of friends removed the bars and gained entrance to the offices. A stock of provisions was laid in and the guardians of the offices consisting of Mr. Musso and several friends kept watch all night, expecting an attack. About 3.40 a.m. today a telephone message was received at the Central Station from Mr. Musso asking for police assistance as a number of foreigners and about 25 Sikhs and 16 Chinese were barricading his doors and windows. Sub-Inspector Moroy and Sgt. Moore along with several police, hurried to the scene and here found the Boll Brothers and several foreigners and a large party of Sikhs and Chinese boarding up the doors and windows. At the same time Mr. Musso and several foreigners armed with revolvers and iron bars burst upon the doors from the inside and threatened the invaders that if they did not desist from their attempts to board up the entrances, fire would be opened on them. The police persuaded the belligerents to lower their arms and disperse and left several police on guard to see that nothing was done or anything removed from the offices until the question of the judgment and the payment of the rent is settled. This morning Mr. Musso saw the authorities, as a result of which some of the invading party were arrested. During this forenoon two attempts were made to tear away the stair cases from underneath.

A number of the Indians who took part in the affair were subsequently arrested and shortly before three o'clock this afternoon the party, numbering about half a dozen in all, were brought up at the British Police Court. Inspector Lynch and Sub-Inspector Moroy were in charge of the case, but the details were not entered into, Mr. G. W. King remanding the case until 10 a.m. the following day.

The latest pilot to take out his flying licence in France is a young Chinese, Lieutenant Do Hu. Do Hu is the son of a Chinese official and he has passed through the military school of St. Cyr, and since he became a lieutenant has fought for the French in Morocco. He has now learned the A.B.C. of aviation at Etampes, and is to be sent out to Algiers, where there is a flying school for officers of the French army.

THE AUSTRIAN PARLIAMENT.

An Exciting Scene.

Vienna, October 5.

The opening of the Autumn Session of the new Austrian Chamber to-day was marked by stormy and outrageous incidents. After an initial scuffle over the closing of the Czech schools in Vienna between groups of Czech and German Deputies in the Hall of Columns that serves the Reichsrath as a "Salle des Pas Perdus," the Socialist Leader, Dr. Adler, occupied the attention of the House for two hours with a powerful but inflammatory denunciation of the policy of the Government in regard to the costliness of living and the recent food riots. The Socialist Leader had scarcely ended his peroration, ascribing the sole responsibility to the Government, when the applause of his supporters was suddenly silenced by four revolver shots which cracked in quick succession from the upper gallery. The first of the shots, which were directed against the Ministerial bench went high, striking the marble panelling behind the Presidential Chair. The others struck the woodwork in front of the Ministerial chairs between the seat of the Minister of Justice, Dr. von Hochenburger, and of Count Sturgkh, Minister of Public Instruction. The latter was struck on the arm by a wood splinter or a spent bullet, but suffered no injury.

The sitting was immediately suspended amid great excitement, and all the exits from the Houses of Parliament were closed. In a few minutes the police succeeded in arresting the culprit, a Dalmatian workman named Yaku, who confessed that he had shot at the Minister of Justice in order to avenge the victims of the severe sentences passed by the Courts upon the Viennese rioters.

Later. On his arrest the culprit was examined by the President and Chief Inspector of Police, to whom he declared that he had fired at the Minister of Justice because the latter had smiled while Dr. Adler, the Socialist Leader, was protesting against the severe punishment inflicted for trifling offences upon the rioters of September 17. It transpired that his real name is Njegus, and that he is a Dalmatian Serb, by trade a carpenter, who only arrived in Vienna two days ago. He described himself as a Social Democrat. An examination of his revolver showed that five, not four, shots had been fired. The fifth bullet was eventually found in the Presidential tribune.

Upon the resumption of the sitting Ministers, and particularly the Minister of Justice, were warmly cheered. The Premier, Baron Gautschi, protested vigorously against the criminal outrage just perpetrated upon Austrian Parliamentarism, and added that the projectiles embedded in the woodwork formed a more eloquent reply than any verbal one to the utterances of the Socialist Leader. At a moment when terrorism had entered Parliament force alone could maintain order. No wonder that such things should happen when day after day similar doctrines were preached at public meetings. The Government felt no fear and would not be deflected from its line of conduct, but would see that society was governed by law and order.

The Premier was warmly applauded.

Prepaid Advertisements.

25 WORDS \$1 for 3 insertions or \$2 for one week.

LOST.—Reward will be given by Mr. Hazle, 409 Hongkong Hotel. A small GOLD LADIES' SWISS WATCH with Pocket Neck-chain, somewhere between the Upper Tram-station and Flagstaff, Victoria Peak. If found, please return to Mr. Hazle, 409 Hongkong Hotel. [1460]

STENOGRAPHER and TYPIST wanted immediately. Apply with full particulars, references, etc., to Merchant, c/o "Hongkong Telegraph." [1160]

BOARD AND RESIDENCE.—"HONEYMOON," Morrison Hill, a splendid view of the harbour, 10 minutes from Post Office by electric car; entrance 151, Wanchai Road. Telephone No. 312. [1240]

Public Companies

HEADWATERS MINING COY. INCORPORATED.

NOTICE is hereby given that a MEETING of the HONGKONG SHAREHOLDERS (whether registered or unregistered) of the Headwaters Mining Co. will be held at the Offices of Messrs. Deacon, Loeber and Deacon, Princes Buildings, on MONDAY, 6th Nov., at 4.30 p.m. for the purpose of considering the financial position of the Company. By Order. Hongkong, 30th Oct., 1911. [1466]

THE CHINESE ENGINEERING AND MINING COMPANY, LIMITED.

NOTICE.

A FINAL DIVIDEND of One Shilling per Share, free of tax, has been declared by the Directors of the above Company, making a total of 10 per cent for the year ending 31st February, 1911. COUPON No. 17 is payable on the 2nd November at the Chartered Bank of India, Australia & China, and the Russo-Asiatic Bank at Tientsin and Shanghai. [1468]

Announcements.

HARBOUR MASTER'S OFFICE, MACAO.

NOTICE.

THE Government of Macao, through the Harbour Office, hereby announces that, for the space of 10 days from the publication of this Notice in the Government Gazette, it will receive tenders for the purchase of two Motor Launches for use in the Macao Harbour.

Tenders should be forwarded in soiled covers, addressed to the Harbour Master, up to the aforementioned date, in conformity with the terms and conditions which may be seen in the Macao Harbour Office and in the Portuguese Consulate, Hongkong.

Harbour Master's Office, Macao, 29th October, 1911. ALBERTO THEOPHILUS RIBEIRO. Acting Harbour Master, &c. [1464]

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THE CHINA SQUADRON

Following are the vessels of the China Squadron:—

Submarines:—

No. 36, Lieut.-Commr. Godfrey Herbert.

No. 37, Lieut.-Commr. A. A. L. Fennor.

No. 38, Lieut.-Commr. J. R. A. Codrington.

Alacrity, despatch-boat, Comdr. A. Lowndes, 700 tons, 4 guns, 2,000 i.h.p.

Astron, 2nd class cruiser, Captain E. B. Kiddo, 4,300 tons, 10 guns, 7,000 i.h.p.

Atlas, admiralty tug, Master S. West, 615 tons, 1,400 i.h.p.

Bramble, gunboat, Lieut.-Comdr. B. G. Washington, 710 tons, 900 i.h.p.

Britonart, gunboat, Lieut.-Comdr. J. M. Barker, 710 tons, 900 i.h.p.

Cadmus, British sloop, Comdr. H. Lynes, 1,070 tons, i.h.p. 1,400, i.d.

Cherub, water-tank and tug, Master W. Smith, 390 tons, i.h.p. 340.

Clio, British sloop, Comdr. H. R. Veale, 1,070 tons, i.h.p. 1,400.

Fame, torpedo-boat destroyer, Lt.-Comdr. H. S. Monro, 340 tons, 6 guns, 5,700 i.h.p.

Flora, 2nd class cruiser, Captain J. Nicholas, 4,300 tons, 10 guns, 7,000 i.h.p.

Hanly, torpedo-boat destroyer, Lieut.-Comdr. Hon. Guy Stopford, 295 tons, 6 guns, 4,000 h.p.

Janus, torpedo-boat destroyer, Lt.-Comdr. M. B. R. Blackwood, 320 tons, 6 guns, 3,900 h.p.

Kent, armoured cruiser, Capt. S. St. J. Farquhar, 9,800 tons, 14 guns, i.h.p. 22,000.

Kinsh, river gunboat, Lieut.-Comdr. T. J. S. Lyne, 616 tons, i.h.p. 1,200.

Merlin, surveying ship, Comdr. B. O. M. Davy, 1,070 tons, 6 guns, 1,400 i.h.p.

Minotaur, armoured cruiser (flag-ship Vice-Admiral Sir A. L. Winslow), Capt. G. C. Cayley, 14,800 tons, i.h.p. 27,000.

Mognmouth, armoured cruiser, Captain L. E. Power, 9,800 tons i.h.p. 22,000.

Moonrhen, river gunboat, Lieut.-Comdr. G. P. Leith, 180 tons, 2 guns, i.h.p. 800.

Newcastle, 2nd class cruiser, Captain George P. E. Hunt, 4,800 tons, turbine.

Nightingale, river gunboat, Lt.-Comdr. Claude Hillersden Woodward, 85 tons, 240 h.p.

Otter, torpedo-boat destroyer, Comdr. Lambie, 385 tons, 6 guns, 6,300 i.h.p.

Robin, river gunboat, Lt.-Comdr. Cosmo A. O. Douglas, 85 tons, 2 guns, 240 h.p.

Rosario, depot ship for Submarines, Lt.-Comdr. N. E. Archdale, 980 tons, i.h.p. 1,400.

Sandpiper, river gunboat, Lieut.-Comdr. E. J. J. Sorthby, 85 tons, 2 guns, 240 h.p.

Saipe, river gunboat, Lt.-Comdr. Maurice B. Leslie, 85 tons, 2 guns, 240 h.p.

Taka, torpedo boat destroyer, Gunner E. J. Trillo, 305 tons, i.h.p. 6,000.

Tamar, receiving ship, Commodore Byres, 4,650 tons, 6 guns.

Teal, river gunboat, Lieut.-Comdr. R. J. Buellman, 180 tons, 2 guns, 800 i.h.p.

Thistle, gunboat, Lieut.-Comdr. M. B. Baillie-Hamilton, 710 tons, 900 h.p.

Virago, torpedo-boat destroyer, Lieut.-Comdr. Harold D. Adair-Hall, 395 tons, 6 guns, 6,300 i.h.p.

Waterwitch, surveying ship, Lieut.-Comdr. R. L. Hancock, 620 tons, 450 i.h.p.

Whiting, torpedo-boat destroyer, Lieut.-Comdr. G. B. Hartford, 360 tons, 6 guns, 5,900 h.p.

Widgeon, gunboat, Comdr. M. H. Wilding, 195 tons, 2 guns, 800 h.p.

Woodcock, gunboat, Lieut.-Comdr. B. R. Brooks, 150 tons, 2 guns, 550 h.p.

Woodlark, gunboat, Lieut.-Comdr. G. F. A. Mulock, 150 tons, 2 guns, 550 h.p.

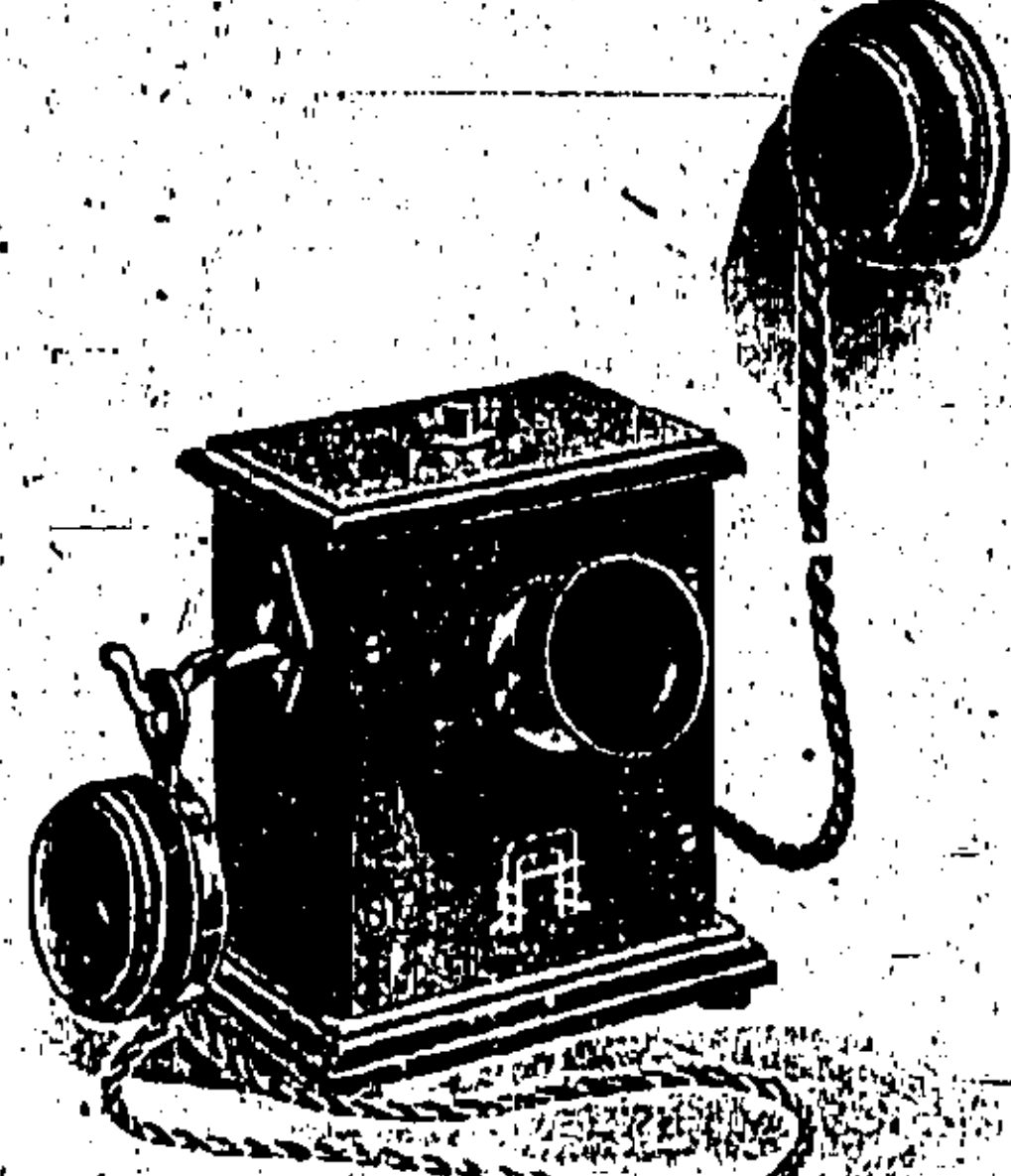
Estimations

THE GENERAL ELECTRIC CO. OF CHINA, LTD.

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WINTER SCHEDULE.

(Effective from October 28, 1911.)

THREE WEEKLY EXPRESS TRAIN SERVICE, composed of excellently equipped Sleeping, Dining and 1st Class Cars, is operated between Dairen and Changchun in connection with the Trans-Siberian Express Train and with Dairen-Shanghai Direct Steamer Service by the S.S. "Kobe Maru" and "Saikio Maru" (each 2,377 tons) as follows:—

NORTH BOUND.

Is. Class	From	To	Days	Time
\$40.00	Shanghai (Steamer).....	Dairen	Thurs. Sat.	8.00 a.m.
	Dairen	Shanghai (Steamer).....	Sun. Wed.	8.00 p.m.
Y14.95	(S.M.R. Train).....	Mukden	" "	4.05 "
Y11.50	" "	Changchun	" "	10.30 "
R 9.50	(Russian Train).....	Harbin	Mon. Thurs. Sat.	8.10 a.m.

Connecting at Dairen with

SOUTH BOUND.

Is. Class	From	To	Days	Time
R 9.50	Harbin (Russian Train).....	Changchun	Mon. Thurs. Sat.	8.40 a.m.
Y11.50	(S.M.R. Train).....	Mukden	" "	5.05 a.m.
Y14.95	" "	Dairen	" "	5.15 "
Y40.00	(Steamer).....	Shanghai	Wed. Fri.	1.20 p.m.

Connecting at Harbin with

Russian Train Time is 23 minutes faster than S.M.R. Time. For instance, 6 p.m. by the former is 5.37 p.m. by the latter.

Supplementary Charges on DAIREN-CHANGCHUN SERVICE.

EXPRESS EXTRA FEE.....Y3.00 SLEEPING CAR SUPPLEMENT.....Y5.00

ANYTUNG-MUKDEN LINE—Completely reconstructed into standard gauge and open for traffic on 3rd November, 1911.

TICKET AGENCIES—The Company's railway and steamer tickets are obtainable at all the Agencies of the International Sleeping Car & Express Trains Co.; the Nippon Yusen Kaisha, Shanghai; Messrs. Thomas Cook & Son; and Reisebureau der Hamburg-Amerika Linie.

RAILWAY HOTELS—YAMATO HOTEL (Tel. Add.: "Yamato") at Dairen, Port Arthur, Mukden, Fushun and Changchun, all under the Company's management.

SOUTH MANCHURIA RAILWAY COMPANY, DAIREN.

Tel. Add. "Manitoku" Codes: A.B.C. 5th. Ed. A. 1. & 111.

FUSHUN COAL

THE BEST STEAMING COAL IN THE FAR EAST.

Fresh stocks always on hand at Dairen, Newchwang and Tientsin Depots, and also at Cheloo, Shanghai, Hongkong, Singapore and Penang.

MINING DEPARTMENT

SOUTH MANCHURIA RAILWAY COMPANY, DAIREN.

Tel. Add. "Manitoku" Codes: A.B.C. 5th. Ed. A. 1. & 111.

Agents: MITSUBI BUSSAN KAISHA, LTD.

Inquire: 28th October, 1911. [1487]

WEATHER-FORECAST AND STORM-WARNINGS ISSUED FROM THE HONGKONG OBSERVATORY.

METEOROLOGICAL SIGNALS.

Meteorological signals are hoisted on the mast in front of the Waikiki Police Station at Tsim Sha Tsui for the information of masters of vessels leaving the port. They do not necessarily imply that bad weather is expected here:—

Signal No.

1. A CONE indicates a Typhoon to the North of the Colony.

2. A CONE indicates a Typhoon to the North-East of the Colony.

3. A CONE indicates a Typhoon to the East of the Colony.

4. A CONE indicates a Typhoon to the South-East of the Colony.

5. A CONE indicates a Typhoon to the South of the Colony.

6. A CONE indicates a Typhoon to the South-West of the Colony.

7. A BALL indicates a Typhoon to the West of the Colony.

8. A CONE indicates a Typhoon to the North-West of the Colony.

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Watson's EFFERVESCENT LIVER SALT.

This valuable preparation speedily relieves
Biliousness, Sick-headache and all Derangements of
the Stomach. It purifies the Blood by imparting
the natural Saline Elements necessary to a healthy
condition.

A. S. WATSON & CO., LTD.,

HONGKONG DISPENSARY.

Hongkong, 21st October, 1910.

NOTICE TO SUBSCRIBERS.

The rates of Subscription to the "Hongkong Telegraph" will be as follows:—

Daily issue—\$30 per annum.
Weekly issue—\$13 per annum.
The rates per quarter and per month, proportional. Subscriptions for any period less than one month will be charged as for a full month.
The daily issue is delivered free when the address is accessible to messenger. Peak subscribers can have their copies delivered at their residences without any extra charge. On copies sent by post an additional \$1.80 per quarter is charged for postage.
The postage on the weekly issue to any part of the world is \$1.00 per quarter.
Single Copies, Daily, ten cents. Weekly, twenty-five cents (for cash only).

(PAYABLE IN ADVANCE.)

By Order,

"HONGKONG TELEGRAPH."

The object of this paper is to publish correct information, to serve the truth and print the news without fear or favour.

Cable Address: Telegraph, Hongkong.

Telephone: No. 1. A.B.C., 5th edition. Western Union

The Hongkong Telegraph.

HONGKONG, WEDNESDAY, NOVEMBER 1, 1911.

THE RAILWAY COMMISSION.

The indignation of the railwaymen with the clause of the Railway Commission's report that denies specific recognition for the unions shows no signs of abating. Meetings, according to Renter, are being held all over Great Britain in opposition to the Commission's report, and it is freely stated that a general strike is the only means of clearing the air. The Labour Members of Parliament, instead of exercising a steady influence as might have been hoped, have been heaping fuel on the fire. Mr. Ramsay MacDonald, no doubt amid much applause, declared that it was the duty of Society, through the Government, to bring pressure to bear upon the employers. The fair-minded man will naturally ask why Society should espouse one side rather than the other.

It is an extraordinary and almost inexplicable fact that all the talk of fight, in connection with industrial matters, comes from the weaker side. Given an organization as good as that of the men the employers could always win in open hostilities. And yet the public never hears of meetings of employers all over the country enthusiastically deciding to institute lock-outs. The men, to put the truth with crude frankness, are an unintelligent mob misled by a few men who have certain rhetorical gifts of an order calculated to appeal to undeveloped minds and who have little to lose. The men who declare for a general strike not only express their readiness voluntarily to inflict upon themselves and those dependent upon them great suffering, but they also announce that they are prepared to inflict great loss and inconvenience upon Society. And yet Mr. Ramsay MacDonald has the cool impudence to ask Society to espouse the cause of those who would have no hesitation in wantonly damaging the interests of Society in a misguided attempt to gain their own ends!

The Railway Companies have given a material increase in wages in order to maintain peace. It is well-known that these Companies are as a rule paying very poor dividends and that they can ill afford to make this concession. But they have the intelligence and the public spirit to realize that they have a duty to Society and that both upon grounds of self-interest and public duty they should endeavour to preserve industrial peace. How does their conduct contrast with that of the men who are openly declaring for war unless they are to have everything fixed just in the way they desire and have the communications of Great Britain placed under the control of a trade union oligarchy?

DAY BY DAY.

Men cease to build beautiful churches when they have lost happiness in building shops.

P. Grant of the Hongkong police force has signed on for another five years.

A coolie charged with stealing a tin of corned beef from the Naval Yard was sentenced to two months' hard labour and four years' stocks at the Magistracy to-day.

At the Police Court this morning, Sui Hing, No. 64 Stall, Wan-chai Market, was fined \$10 for causing an obstruction.

A man arrested on board the S.S. Fatsan on suspicion of having taken \$318 from a man's pocket, was remanded this morning at the Magistracy. Mr. Otto Kong Sing defended.

By permission of Capt. Zeehor the full-string band of the S.S. Siberia will play on the Open Air Skating Rink at the Ballo View Hotel on Friday night between 9 o'clock and midnight.

Sir Archibald Law, Chief Judicial Commissioner, F.M.S., who has been acting as Chief Justice of the Straits Settlements, goes home on leave, being relieved by Sir W. H. Hyndman Jones, who arrived in Singapore on Oct. 18.

Weather Forecast.

The weather forecast will, for the future, be found on page 1, in the top right hand corner.

Typhoon Warning.

The following telegram was received by the American Consulate General from the Manila Observatory at 9.15 a.m. to-day:—Cyclone or Typhoon W. of Guam moving N.W.

Railway Fatality in Philippines.
Six men were killed and four others were seriously injured on the morning of Oct. 20, in a railroad wreck on the Cadwallader-Gibson lumber company's concession at Limay, near Mariveles.

U.S. Cruiser Leaves for China.
The "Manila Times" of Oct. 27 states that the cruiser Rainbow, flagship of the Asiatic fleet, sailed from Cavite at 11 a.m. on Oct. 27 for the Yangtze river with 432 officers and men of the marine corps, under command of Major Philip M. Bannon, U.S.M.C., and Admiral Joseph B. Murdock, U.S.N., Commander-in-Chief, and his staff on board.

The Bijou.

The film depicting the disaster to the French battleship "Liberte" which Mr. Bob Stephenson is showing at the Bijou is a most excellent picture, giving the spectators an opportunity of seeing the magnitude of the great explosion which wrecked the ship. Miss Kitty Delavale, the new comedienne, is proving an attraction with her fine repertoire of songs.

A Missionary Wedding.

The following is from the "N. C. Daily News" of Oct. 28:—A ceremony of special interest to Australian residents in China took place in Holy Trinity Cathedral, Shanghai, on Thursday afternoon. Of those who took part in the proceedings four were graduates of the University of Melbourne and are all proceeding to Mission work in Korea. The bride, Miss Amy Beard, M.A., arrived by the St. Albans on Wednesday, while the Rev. R. D. Watson, the bridegroom, arrived from Korea some days ago.

The bride, who was given away by Dr. C. I. McLaren, looked most charming in a dainty white gown. She carried a shower bouquet of white roses and chrysanthemums, and maidenhair fern, and wore a tulle veil over an orange blossom wreath. Miss Campbell, M.A., sister of Mrs. Stuckey of the L.M.S. Peking, acted as bridesmaid. Mr. N. A. Viloudaki was groomsmen, and the Rev. A. J. Walker, M.A., officiated.

After the ceremony, Mr. and Mrs. Viloudaki entertained the guests at their home, which they had kindly placed at the travellers' disposal. Captain McArthur and a party from the St. Albans were present at the Cathedral to wish the bride and bridegroom God-speed.

Singapore has been declared an infected port owing to the prevalence of cholera.

Dogs from Bangkok are prohibited from landing in Hongkong for six months from date.

P.C. Woolford charged the master of a conservancy boat before the Harbour Master at the Marine Court this morning with anchoring his junk within the limits of the Southern Fairway, thereby causing an obstruction to the fairway. The defendant was discharged with a caution.

In spite of warlike times, says the "Shanghai Times," marrying and giving in marriage still goes on at Hankow. An interesting double wedding was celebrated at the German Church on Saturday, Oct. 21, by the Rev. Ch. Kastler, when Mr. Broton and Miss Seehaver, together with Mr. Gugal and Miss Groth of the Liebenzell mission, were united together in the bonds of matrimony.

"Helene von Donniges" has just ended a most romantic life by taking an overdose of chloral. Born in 1846, the daughter of a Bavarian diplomatist, she was only eighteen when she became famous as the heroine of a duel between Baron von Rakowitz, who became her husband, and Ferdinand Lassalle, the well-known Socialist leader. Lassalle, it will be remembered, was shot in the duel. She afterwards married Sigwart Friedmann, and then his well-known Russian writer Baron Sergei Schevitsch, who died a few days ago in Munich. It is believed that his widow took her life because she felt unable to struggle alone against increasing poverty.

Interport Shooting.

A practice match will be fired at King's Park Range on Saturday next, commencing at 2.15 p.m. sharp, the best eight of each side to count.

The teams are as under: Hearl's Eleven: E. Hearl, F. Brown, A. Henderson, G. H. Bannerman, J. D. Danby, A. B. West, T. Hearl, A. Calvert, C. McNab Wilson, W. Anderson and R. Stewart.

Tucker's Eleven: C. E. Tucker, J. A. Leadbeater, A. Surgeant, V. Sorby, B. Chapman, F. Franks, A. Osman, Capt. M. Scott, P. C. Bain, P. O. Thompson and G. W. Clissold.

Chinese Newspaper for Philippines.

Plans are being made by a number of Chinese to form a corporation in Manila, which will publish the only Chinese newspaper in the Philippines. A large amount of money has been raised, and at the meeting of the Chinese reading club \$10,000 was subscribed. Dr. Tes Han-ko, the leading Chinese reformer of Manila, is one of the heads of the movement, and is making efforts to bring a number of Chinese editors from his homeland.

The Yalu Bridge.

The iron bridge on the Yalu River was to be opened to traffic on November 1. The work was to be completed on October 27, and on the next day a trial run was to be held. The bridge is 3,097 feet in length and consists of six spans of 200 ft. each, six of 300 ft. each and one measuring 306 ft. On the last mentioned span is the machinery, at present worked by manual power—an oil engine is to be installed later on for opening and closing the pivot bridge. The pivot bridge has been tried with satisfactory results. It will only be opened twice a day to allow vessels to pass—viz., from 7 a.m. to 9 a.m. and from 5 p.m. to 7 p.m. The Yalu bridge is said to be the longest in the Far East. As stated it is 3,097 ft. long, 36 ft. in width, with a footpath on either side measuring 10 ft. The span that swings in order to admit the passage of ships is 1,863 ft. from Uja and 920 ft. from Antung. A Custom House for the joint use of China and Japan is to be established on the Antung side of the river. Count Terauchi, Governor-General of Chosen, and other important officials, were to attend the opening ceremony. Rather more than two years have been occupied in the construction of the bridge.

THE LATE COLONIAL SECRETARY.

A Vote of Sympathy.

Atto-morrow's meeting of the Legislative Council, H.E. the Governor will propose the following resolution:—The President and Members of the Legislative Council of Hongkong desire to place on record an expression of their deep sorrow at the sudden death of the late Colonial Secretary, Mr. Warren Delabore Barnes, a colleague and a friend for whom they had the highest regard, and to offer the sincere sympathy to the relatives in their bereavement.

GOVERNOR OF MACAO.

Official Visit.

The first official visit of H. E. Senhor Maculao, Governor of Macao, to Hongkong, was made to-day.

Shortly before noon, Capt. P. Mitchell Taylor, A.D.C. to H. E. the Governor, Sir Frederick Lugard, proceeded on board the Portuguese cruiser Patria, which brought Senhor Maculao to Hongkong, to meet him on behalf of H. E. the Governor. Salutes were exchanged between the British and Portuguese warships, and a salute of 17 guns was also fired from the shore battery at Kowloon.

Outside Blako Pier, a Guard of Honour, consisting of 100 rank and file from the 8th Rajputa with regimental colours and band was drawn up. His Excellency was received with a general salute, the band at the same time striking up the Portuguese National Anthem. His Excellency, who was accompanied by Lieut. Soares, A.D.C., and Captain Tubaro, and Mr. J. J. Leiria, Consul-General for Portugal, then proceeded to inspect the guard of honour.

The party afterwards went to Government House, where His Excellency paid an official visit to His Excellency the Governor and Lady Lugard. Later in the afternoon the Patria left for Macao.

CANTON-KOWLOON RAILWAY.

In another column will be found an intimation, from the management of the British Section of the Canton-Kowloon Railway, that the train leaving Kowloon at 8 a.m. on week days will leave at 8.15 a.m. on Sundays. This we learn has been arranged to meet the convenience of persons living at the Peak.

CATHEDRAL CHOIR CONCERT.

The Programme.

The following is the programme which will be presented by Mr. Denman Fuller and the St. John's Cathedral Choir on Friday evening at the City Hall:—Part I: Motet, "There is a Green Hill," F. Burstall; (unaccompanied). The Choir: Quiret, "The White Paternoster," H. Walford Davies, Master T. Martin, Mr. H. J. Bast, Mr. J. W. White, and Mr. E. Bullock; Duet, "Love Divine," Stainer, Mrs. J. W. Kay and Mr. R. Peyton-Griffin; Piano Solo, "Fantasia Impromptu," Chopin, Miss Brotherton Barker; Solo with chorus, "There is a Land of Roses," Teresa del Riego, Mrs. T. L. Perkins; Duet with Chorus, "I waited for the Lord," Mendelssohn, Master T. Martin and Master S. Johnson.

Part II:—Part Song, "Call John," W. Pearson (Soloist: Mr. C. R. Crispin); Solo with Chorus, "The Garden of Love," A. Messenger, Mrs. T. L. Perkins; Duet, "Rebecca" (who slammed doors for fun and perished miserably), Liza Lehmann, Mr. J. Crispin; Piano Solo, "Hungarian Rhapsody" (No. 2), Liszt, Denman Fuller; Duet, "Swing Song," A. Messenger, Mrs. J. W. Kay and Mr. E. C. Emmott; Trio, "Pain Heart," Sullivan, Mr. R. Peyton-Griffin, Mr. J. W. White, Mr. W. Armstrong; Solo and Chorus, "Gossip Joan," A. L. Master T. Martin; Solo and Chorus, "My Northern Maiden," Denman Fuller, Mr. E. C. Emmott. The proceeds of the concert are to be devoted to the Organ Fund.

THE TRUTH ABOUT CANTON.

Evading the Censor.

Canton is still quiet. But, then, in certain quarters it has been claimed for days that Canton has been quiet, that nothing has happened, or will happen, and that the statement that a declaration of change of government had been made was—well, grossly exaggerated, as Mark Twain said of the report of his death.

It is rather a curious fact, however, that if nothing happened on Sunday and there was no news to send, a rigid censorship was set up to prevent the sending of news. No telegrams were permitted to be sent from Canton on Sunday evening, and, if the censorship was less rigid on Monday and private telegrams were passed, these were not permitted to contain any reference whatever to Sunday's happenings. Press telegrams were also turned down.

There was, in point of fact, an organized attempt made to prevent any whisper of Sunday's affair getting abroad. The probable reason for this may be left for the moment. Meantime let us refer to the fact that in our columns of Monday appeared the following:—

Canton, Oct. 30, 12.10 p.m.
"The actual declaration of Canton's independence took place yesterday."

There is great rejoicing all over the city.

Last night everything was quiet and to-day there is no disturbance, but complications are feared.

That was the only intimation in any newspaper that anything had happened. It was not full, of course; it did not say that the declaration was a little premature and had not the Viceroy's sanction. It was not possible to convey so much in a telegram so innocently worded that it passed as a private domestic telegram.

We are not going to give away how it was managed, but since no code had been arranged, the man who sent the ingenious telegram showed real ingenuity to rise to an emergency. Had any such censorship been anticipated, a code would have been arranged which would have defied the telegraph operator to discover as a code.

But not only were telegrams turned down, but letters were delayed. One posted on Sunday morning arrived on Tuesday morning. Of three sent on Monday, one arrived on Tuesday—it came through the British Post Office—one was delivered only this morning, and the third has not yet turned up! If Canton was quietly Imperial, tremendous efforts were made to conceal the fact from the outside world.

From our special correspondent's most delayed article we take only this:—

"Meantime I have managed to get a private wire through to Hongkong. At least I've had it accepted. But one must not refer in any way to yesterday's happenings in a telegram."

"Am I not allowed to state the bare fact of the change of government?" I asked.

"No, no."

"Why?"

"The reply was typically Chinese."

"What we heard happened yesterday may not be true!"

NOTES AND COMMENTS.

The Kaiser's public, or semi-public, words are not spoken idly as a rule. There is generally a meaning behind them when it is not actually and plainly in front. His emphatic hint to two German East African missionaries that they must be active in combating Islamism which otherwise would become a danger to the German colonies seems a fairly straight hint to Turkey that if she is looking to Germany for support she is likely to strain her eyes. The words alone do not carry such a meaning, but when they are made public at a moment when Mohammedan Turkey is engaged in war with a Christian nation they are immediately charged with a wider meaning than of the face of them appears. And Turkey should be able to grasp that meaning. Perhaps, however, it will be no shock to her. She looked to the Kaiser for moral support when war first broke out, and she must before now have decided that he was not minded to offer any.

It is difficult to estimate the progress, or its opposite, of the rebellion from the conflicting reports which are sent abroad. That, of course, is almost invariably the case when fighting takes place, and only to-day we learn that the Italian newspapers are complaining bitterly against official suppression of news. Both combatants in Africa claim to have secured great victories, and the truth is hard to find. The same holds, in even stronger degree, of the trouble in China. It is clear that the Imperial troops have scored a point at Hankow, but the rebels are not nearly so badly beaten as early messages made out. These messages came from a correspondent who is with the royal troops and seem now to have been tinted with the usual Imperial optimism. (Was not a great victory announced a week or so ago when the rebels retired for a space? And did not the rebels soon afterwards inflict a crushing defeat upon the royalists?) At any rate, the rebels at Hankow are still alive and kicking, which is more than was said of them two days ago.

Again, it has been difficult to get at the truth about Canton, though the "Telegraph" was able to make the declaration of independence known to its readers on Monday. Only to-day has confirmation come from another source—through Renter's in fact. It has not been easy to escape the vigilance and censorship of the authorities. What has happened at Canton has most probably happened elsewhere. The Imperial officials and rebel leaders no doubt conceal, or attempt to conceal, whatever suits them, and make the most of whatever successes come their way. Rumours are always a luxuriant crop in China. They abound more than ever just at present.

The following amusing version of the theft of Da Vinci's masterpiece "La Gioconda" from the Louvre is reprinted from the Paris Journal "L'Opinion" from the "Chicago Methodist Chronicle."—In the last days of August a young lady visitor, Miss Jacquot, was abducted in broad daylight by a daring ravisher while she was visiting the Louvre Museum. The regrettable incident is a fresh proof of the dangers which honourable young women run not only in the streets but even in the public establishments of the modern Babylon. We hesitate whether we should congratulate the Methodists or the Americans on this happy event.

AS OTHERS SEE US.

An American on Hongkong.

The following review from the "Morning Post" of a book entitled "The Chinese" by J. S. Thomson will be read with interest not unmingled with amusement:

The title of this book is an ambitious one, and it requires some courage for an American to follow in the footsteps of Arthur H. Smith and Doolittle, who at different periods, and by differing methods, have given us such admirable pictures of the Chinese. There is in Mr. Thomson's pages none of the intimate knowledge to be found in the works of the two Americans referred to, and the insight, humour, and capacity for true appreciation which characterise "Chinese Characteristics" and "Village Life in China" will be sought for in vain. The book is an *alla prima* (in the sense of a miscellaneous collection) in which are jammed together the Portuguese and Chinese in China, daily life, Chinese humour, politics and the picturesque, art and literature, commerce and business, climate and diseases (of Southern China), religion and superstition, Japan's commercial policy, and finally, a retrospect entitled "The Mirror of the Past," a bird's-eye view of China's history which is compressed into thirteen pages.

The portion which will be read with most interest is that devoted to the foreigner in China who occupies no less than one-sixth of the whole. Here the author's racy pen finds much to satirise in a lively description of Hongkong. The commercial pre-eminence of this port is extolled in rather extravagant terms—"the second port in the world," next to London and exceeding New York—regardless of the fact that the great entrepot of trade is essentially a transshipping port, through whose portals merely passes her vast tonnage. According to the author Hongkong looks forward to becoming the greatest port in the world, "with railways coming through from Canton, Mandalay, Bangkok, and Llanoi, centering at Yunnan, and thence turning to Canton, and with rails from Hankow and Amoy." Railway projectors have, since the time of Macdonald Stephenson, found in China a welcome field for speculative networks of railways, but even in their nightmares they can never have had such a vision as this.

The Peak Hotel, where the author "locates" is "the center of the garrison social life, and every dinner is a glitter of regalia, braid, buttons, forgivable swag, and affected intonation," and here, as elsewhere, the author is very caustic in his comments on the English and their airs of superiority. A "manufacturer's agent" (whose business is suspected to be the smuggling of arms into China) is "given the cold shoulder at the English Club on the Praya as he is only a *cove* (Australian). When he and a stocky Canadian there get mad about it they 'chum and rub' Paardeburg into those whom they call in the hour of their wrath 'snobs,' 'Pharisees,' and 'little Englishers.'" In contrast with his attitude towards the English is the statement that, by the admission of the allies at the relief of Peking in 1900, his countrymen were "the best marksmen and the brainiest open-order fighters in the allied armies."

Of the men of the hour in China, "on whom Americans should keep their eyes," the first place is given to Yuan Shih-kai, of whom a reasonable (if not illuminating) account is given—a conservative rather than a radical reformer. The next is Yang Yu-wei, "the greatest and most radical reformer," the Roosevelt of China. If Mr. Thomson really thinks Kang Yu-wei represents "the new China" he must have very little faith in it, while the comparison with Roosevelt is simply incomprehensible. But the man who can solemnly regard the students who have been in Western countries as the coming saviours of Chinese society, and who thinks that "every American who can should take a Chinese student to his bosom and impress, ere he departs from home, the vitalising spirit of liberty" is, like Habakuk, capable of too.

WITH THE REBELS.

The following is another communication from Mr. Edwin J. Dingle, the "China Press" special correspondent:

The Revolutionary Camp, near Hankow, October 20.

Whatever may be the movements of the Loyalist Army during the next few days, it seems pretty certain that General Chang Piao has come to recognise that his best plan now is to lie low. Yesterday's engagement was to him and his men, who stood to the enemy's fire as long as they could and then trekked across the plains to Kilometre 15, extremely disastrous. Fighting before that engagement took place with a stout heart, both officers and men are now crestfallen, while their opponents are most sanguine and noisily jubilant.

Last night there was a rare ado with the Revolutionary Army and supporters as the victorious regiments marched into the city, and this victory, apart from having the effect of completely routing the enemy, has added a tremendous stimulus to the fighting line of the Republicans and they now are itching for another scrap.

The last twenty-four hours has been fully occupied by those anxious to watch the actual positions of the respective armies. Now that the Loyalists, after having had taken from them their bulwark with which the troops were to be paid, their rice and supplies by which the men were to be fed, the ammunition by which the Throne was to be kept secure, and much else in the way of impediments of warfare, have moved farther down the river, it is not so easy to see the movements of the operating forces. Up to last night the way in which foreigners would jump to their wheels and cycle out to the battlefield put one very much in mind of people at home going out in the dinner hour to have a glimpse for a minute or two of a cricket match and incidentally the risks that were taken by members of the Race Club when the 1st 11 was racing are done away with now that the fighting area is at greater distance.

REBEL RECRUITS USE PIGS AS TARGETS.

Before dawn this morning, I took my launch down towards Kilometre 10, where the Loyalists were said to have camped up during the night. It looked as if they had regained courage, and were to put up another fight to-day. However, as I neared the railway bend I could see well enough that the Revolutionaries were still in possession.

I found a party of recruits and regulars all having a good time whilst lessons were being given the raw material in the art of using the rifle. The target was a couple of pigs, and into the hides of these two innocent porkers the recruits were endeavouring to discharge their bullets. Passing them, I followed on through a road which at one time was the main entrance to the station, all being now in anything but perfect order, into the station, where some seven or eight hundred troops were assembled on the platform and in the adjoining ground—where had been the scene of the battle.

To my companion and myself the Revolutionaries were more than courteous. Whilst we preferred to stand, they bade us besetled, a couple leading us to a point on the platform where was seated the Commander-in-Chief of the Field Forces, a portly fellow, full and hearty, typically Chinese, delighted to see us.

Down below were the field guns and the darkened troops, battered railway trucks, officers' horses grazing by the side of the line, men rushing hither and thither, all intent upon getting a mething done and wasting no time. But here was the Commander-in-Chief calm, quiet, courteous, extending to me with the simplicity of a boy the usual Chinese solicities. He was seated in his official war chair, had upon him all the paraphernalia of war, and waited as he talked with me for his accoutrements to be returned to him. He would make up his mind what the day's programme was to be.

POSES FOR PHOTOGRAPH.

Allow us to take his photograph—certainly he would, and stood up and put on a straight face purposely for the occasion, waving back a scout who hurriedly came in whilst I snapped a picture.

Then he attended to the scouting parties, taking careful notes of all that they told him. I wished to exchange cards—delighted, he would do it in a moment, and wrote his full name on the back. He laughed over the simplest incident, was exceedingly solicitous on my behalf, assured me that they would win—when he spoke of battle, his face hardened, his keen eyes sparkled, he was full of fire.

His aide-de-camp, quite a youngster, dressed in a foreign-tweed suit—queerous, of course—and bearing no traces whatever that he was an Army official, gave us all the news he could, telling that to-day there would be no fighting, but that when there was, he would wave his hand to the captured railroad trucks, containing the captured supplies, and asked us, bluntly, if we could solve the problem of living without food—because he couldn't, and he did not suppose that the Loyalists could. And they won't, he vowed.

Passing down through the camp, my attention was called between the lines to a heaped up mass which turned out subsequently to be the dead from yesterday's fighting. Some were shot in the head, one was shot fearfully through the back, and another corpse, that of an old man with long monstache, lying apart from the rest, was shot through the neck.

Further along lay the corpse of a beggar, who, probably hoping to get a good square meal, had wandered in to the firing line and got killed. There he lay dead, with his staff and his broken bowl in which he used to gather garbage. Of the enemy there was no other sign than the gear that had been taken from them—several loads of most useful miscellany.

Going back the Commander-in-Chief entered into conversation again, and seemed in high glee at the thought that the Revolutionary cause had the sympathy of foreigners.

ETIQUETTE IN TOYS.

Not having studied the matter with any real intentness, we had always imagined that chance alone governed the popularity of the child's toy. We supposed that kind Uncle John, patting little Willie on the head, said, "Here, my boy, is a top for being good." But does he? Not twice, at any rate. He is soon brought to his senses by the infant's cold. "Thank you, Uncle John, but the top season was over last Wednesday." We gather this from an article on toys in a daily paper. "Toys," it says, "will not become really fashionable till March, when the marble season also starts." Of course, you do find here and there some shoddy bouncer who knows no better, don't you know, play marbles in the off-season, but it's one of the things no fellow can do. A child who really knows his way about would no more dream of spinning a top on February the twenty-seventh than his father would of shooting a partridge in May. But such is the growing spirit of laxity, and the general tendency to a breaking down of established laws, that hoops are now selling well, though every child knows that it is deuced bad form to bowl a hoop before February. Really, it sometimes seems to us as if we were on the eve of a reign of anarchy. There seems to be no proper spirit left in children. A child who will not respect the close season in hoops is hardly likely to respect his parents. A little more proper feeling is what we should like to see. The better class of child should show the way by cutting these frightful outsiders at every opportunity. "The Ubbie."

THE PHILIPPINES CARNIVAL.

Forthcoming Novel-American Festival.

The following is from the "Cable News-American" of Oct. 27:

One of the greatest events that was or ever will be held in the Orient will be the celebration that is to take place at the Philippines Carnival on the ninth of February, next year, and which is to be known as the "American Festival" of the 1912 Carnival.

Captain James M. Petty of the 20th Infantry is in charge of this particular event. He is to-day sending out over two hundred invitations to the leading ladies and gentlemen of the American colony here asking them to assist in making this affair a red-letter day in the history of Manila Carnivals. Captain Petty has worked up most of the features already which are to constitute the programme of this celebration and he is anxious that all Americans co-operate with him.

A meeting of the committee will be held at Carnival headquarters next week, when the work of selecting the people who are to take part in the festival will be begun by Captain Petty and arrangements made for the rehearsals which will come later. Captain Petty has a list of most all of the beautiful American ladies of the community and he means to get each and every one of them to help make the festival a success.

A HUMAN TORCH.

Airman's Ghastly Fate.

A telegram from Piqua, Ohio, dated Sept. 22 is as follows:

Whirling about in mid-air, his body a flaming torch, Frank Miller, a Cleveland aviator, was burning to death and dropped to the ground, charred and lifeless, in the sight of thousands of spectators at the Miami County Fair at Troy, O., near here, to-day.

Miller had just completed a stirring flight around the fair grounds about 200 feet from the ground in his Curtiss biplane. As he made the final swoop toward his landing place there was a flash and his gasoline tank exploded.

A twist of the steering wheel sent the plane up in the air, and then Miller lost control and the flaming gasoline enveloped him. Like a shot the aviator and machine dropped to the ground. Miller was dead when picked up, and his machine consumed by the flames.

Miller was in the employ of Charles J. Strobel of Toledo, and had been hired especially to make flights at the fair grounds. To-day he was scheduled to make three flights as an attraction for the last day of the fair.

The accident occurred while Miller was making the last of the three flights. He had been in the air probably ten minutes and had flown twice around the fair grounds at the sixty-mile clip. The aeroplane seemed perfectly responsive to his guidance and he was cheered repeatedly by a big crowd.

While at a height of 500 feet Miller was preparing to make his final sweep when the explosion occurred. The crowd rushed to the aid of the man when the blazing aeroplane dropped, but no one could get near him on account of the blazing gasoline. Had Miller then been alive he could not have been rescued. Coats and horse blankets were used, and the flames were finally extinguished. It was then found that Miller was dead. Besides being terribly burned, his head was crushed by the engine of his machine, which fell on it.

Following upon the resignation of Sir Charles Prestwood Lucas, it is intended to reorganize the work of the Colonial Office. It is surmised that the Government will go a step further towards the realization of the ambition of the Self-governing Dominions, that their relations with the Home Government should be separated from the affairs of the Crown Colonies. It is thought likely there will in future be two "heads" in the Department, one to deal with Imperial and one with Crown Colony matters.

AMERICAN TRADE ENVOY.

Mr. Dollar in Shanghai.

Coming as the first official representative to the Orient of the Panama-Pacific Exposition which will be held in San Francisco in 1915, Mr. Robert Dollar of the Dollar Steamship Company arrived in Shanghai yesterday, says the "China Press" of Oct. 28.

In addition to representing the Panama Exposition, Mr. Dollar is also the bearer of the official message of the United Chambers of Commerce of the Pacific Coast conveying to the Chinese merchants, through the Chambers of Commerce and Guilds, an invitation to pay a return visit to America next March. The invitation will be delivered to the proper representatives of the Chambers of Commerce within a few days. The visit is to be in return for the visit of American business men to China.

Mr. Dollar confirms the report that plans are being made for a permanent building at the Exposition in which to house the display from China. It is probable that a building site near the Golden Gate Park will be secured for this purpose, and the Chinese merchants in San Francisco will, he says, heartily co-operate in this movement.

Mr. Dollar will remain here for four or five months and it is probable that during that time he will select some one who will be appointed permanent Exposition Commissioner for China. This action will not be taken, however, until the United States Congress has forwarded to the Chinese Government an official invitation to take part in the Exposition.

Also Commissioner to Japan. Japan will take a great interest in the exposition, says Mr. Dollar, who is also Honorary Commissioner to that country. He came to Shanghai after a short visit to Tokyo, where he was entertained by Baron Uchida and Baron Ishii, respectively Minister and Vice-Minister of Foreign Affairs, Baron Shibusawa and Mr. Nakano, President of the Tokyo Chamber of Commerce and others.

Soon after his arrival in Shanghai, Mr. Dollar made a trip of inspection to the Hazel Dollar. He was accompanied by his wife, and will be the guest of his son, Mr. H. J. Dollar, while in town. Mr. Dollar was recently elected President of the Merchants Exchange of San Francisco, succeeding Mr. James Rolph, who resigned the position to become the Exposition Mayor of San Francisco.

There were 21 deaths in Singapore, and six in Malacca, from leprosy last year.

According to the "Manila Times" of Oct. 27, there is no movement of U.S. troops to China, as had been reported recently. The "Times" declares that it is supported in its assertion by the Adjutant-General of the Forces stationed in the Philippines.

DON'T FORGET.

Thursday, November 2.
Soongei Rampat annual general meeting, 8 A Des Voeux Road, 4.30 p.m.

Legislative Council meeting.
Friday, November 3.
Cathedral Choir Concert.
Wednesday, November 8.
Sale of work and concert at Union Church Hall.

Sunday, November 5.
Al Fresco Fete, Roman Catholic Cathedral compound.
Monday, November 6.
Meeting of Headwaters Mining Co., Messrs. Deacon, Looker and Deacon's office, 4.30 p.m.

Tuesday, November 7.
Organ Recital, St. John's Cathedral.

MILK FIVE CENTS A PINT.

PURE, FRESH, SEPARATED, NATURAL.

REMOVED: THE CREAM ONLY.

ADDED: NOTHING.

If you must use Separated Milk why not have it

FRESH?

For sale by

THE DAIRY FARM Co., Ltd.

One penny a pint!

To-day's Advertisement

CANTON-KOWLOON RAILWAY.

BRITISH SECTION.

NOTICE.

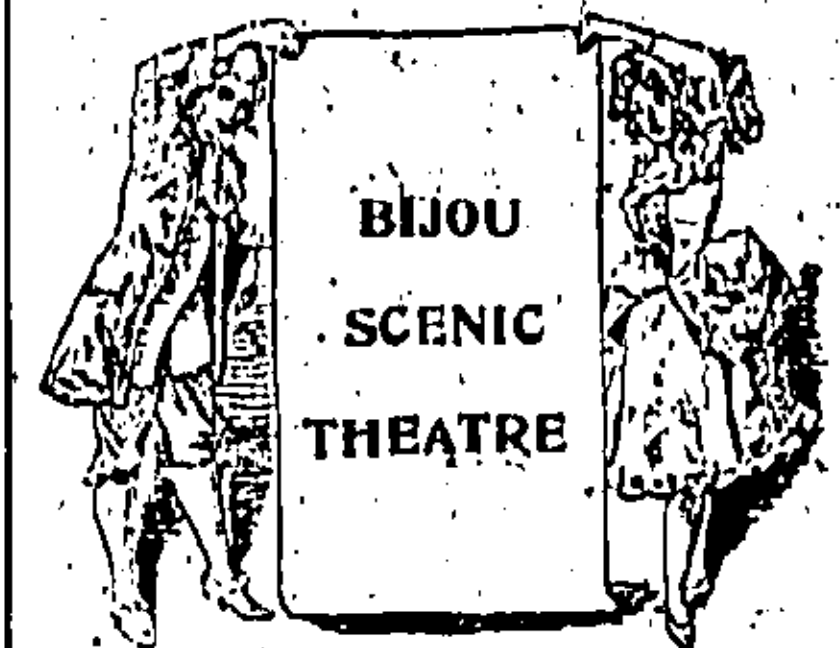
For convenience of passengers the train leaving Kowloon at 8 a.m. on week days will leave at 8.15 a.m. on Sunday mornings only.

By Order,

F. S. LINDSEY,

Manager.

Kowloon, 1st Nov., 1911. [1470]



BIJOU

SCENIC

THEATRE

9.15 p.m. EVERY EVENING (9.15 p.m.)

SPECIAL PICTURES.

The "Liberty" Disaster.

Neighbours—Max Linder.

Nick Winter. The Traitor, Etc.

Miss Kitty Delavale.

Revised English Compendium.

7.15 p.m. Pictures only. 7.15 p.m.

Hongkong, 1st Nov., 1911. [1471]

FOR SINGAPORE, PENANG AND CALCUTTA.

(Taking Cargo on Through Bills of Lading to Hongkong, Madras, and Mauritius.)

THE Steamship

"ARRATOON APGAR."

Captain G. F. Hudson, will be dispatched for the above ports on FRI

DAY, the 3rd November, at 8 p.m.

For Freight or Passage, apply to

DAVID SASSOON & CO., LD.

Agents.

Hongkong, 1st Nov., 1911. [1461]

An explosion in the Government Powder Factory at Meguro, one of the suburbs of Tokio, recently caused the death of twelve men. The factory was wrecked.

SHERRIES

That are famous all over the world for their Superb Quality and Flavour can be obtained from us at very reasonable prices. We are agents for the Marques del Moritos 'Sherries, which have a world wide popularity on account of the exquisite delicacy of their flavour and superior quality. We have also Sherries from Buckingham Palace (bearing the Royal Seal) which cannot be equalled in the East.

Prices from \$1 to \$10 per Bottle.

H. PRICE & CO., LTD.

WINE MERCHANTS.

12, Queen's Road Central,

HONGKONG.

Tel. No. 135.

Hongkong, 31st October, 1911.

Shipping—Steamers.

CANADIAN PACIFIC RAILWAY CO.'S
ROYAL MAIL STEAMSHIP LINE.
"EMPERESS LINE."

Between China, Japan and Europe via Canada and the United States calling at Shanghai, Nagasaki (through the Inland Sea of Japan), Kobe, Yokohama, Victoria and Vancouver B.C.

The only Line that maintains a Regular Schedule Service of 12 DAYS YOKOHAMA TO VANCOUVER. 21 DAYS HONGKONG TO VANCOUVER, SAYING 6 TO 7 DAYS OCEAN TRAVEL.

Proposed Sailings from Hongkong and St. John, N.B. (Subject to alteration.) Connecting with Royal Mail Atlantic Steamers.

From Hongkong	From St. John, N.B.
"EMPERESS OF INDIA".....Sat., Nov. 4.	"EMPERESS OF BRITAIN".....Fri., Dec. 1.
"EMPERESS OF JAPAN".....Sat., Dec. 2.	"EMPERESS OF BRITAIN".....Fri., Dec. 20.
"MONTAGUE".....Sat., Dec. 30.	

1912
"EMPERESS OF INDIA".....Sat., Jan. 27.
"EMPERESS OF JAPAN".....Sat., Feb. 24.
"EMPERESS OF BRITAIN".....Fri., Feb. 23.
"EMPERESS OF IRELAND".....Fri., Mar. 22.

S.S. "MONTAGUE" calls at Moji instead of Nagasaki.
Steamers will depart from Hongkong at 7 a.m.
Each Trans-Pacific "Empress" connects at Vancouver with a Mail Express Train and at St. John, N.B. with Atlantic Mail Steamer as shown above. The "Empress of Britain" and "Empress of Ireland" are magnificent vessels of 14,500 tons, Speed 20 Knots, and are regarded as second to none on the Atlantic.

All Steamers of the Company's Pacific and Atlantic Fleets are equipped with the Marconi wireless apparatus.

Passengers booked to all the principal points in Canada, the United States, and Europe, also Around the World.

HONGKONG TO LONDON, 1st Class, via Canadian Atlantic Port or New York (including Meals and Berth in Sleeping Car while crossing the American Continent by Canadian Pacific direct Line).....£71.10/-

Passengers for Europe have the option of going forward by any Trans-Atlantic Line either from Canadian Ports or from New York or Boston.

SPECIAL THROUGH RATES—Special rates (First Class only) are granted to Missionaries, Members of the Naval, Military, Diplomatic, and Consular Services, European Civil Service Officials located in Asia, and to European Officials in the service of the Governments of China and Japan, and their families. Full particulars on application to Agents.

Through Passengers are allowed stop over privileges at the various points of interest en route.

R.M.S. "MONTAGUE" carries only "One Class" of Saloon Passengers (termed Intermediate) the accommodation and commissariat being excellent in every way.

HONGKONG TO LONDON, Intermediate on Steamers and 1st Class on Canadian and American Railways.

Via Canadian Atlantic Port.....£43/- Via New York.....£45/-
For further information, Maps, Guide Books, Rates of Passage and Freight, apply to—
D. W. CRADDOCK, General Traffic Agent,
Corner Pedder Street and Praya (opposite Blake Pier).

INDO-CHINA STEAM
NAVIGATION CO., LD

(PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.)

For	Steamship	On
BRUNEI BAY	CHUANGSANG	Friday, 3rd Nov., D'light.
SHANGHAI	CHUANGSANG	Friday, 3rd Nov., Noon.
TIENSIN	CHUANGSANG	Friday, 3rd Nov., Noon.
MANILA	CHUANGSANG	Friday, 3rd Nov., Noon.
SHANGHAI	CHUANGSANG	Saturday, 4th Nov., 2 p.m.
SHANGHAI, KOBE & MOJI	CHUANGSANG	Sunday, 5th Nov., D'light.
MANILA	CHUANGSANG	Friday, 10th Nov., Noon.
SHANGHAI	CHUANGSANG	Saturday, 11th Nov., 2 p.m.
SINGAPORE, PENANG & CALCUTTA	CHUANGSANG	Monday, 13th Nov., Noon.

RETURN TOURS TO JAPAN (Occupying 24 days).
The steamers "Kuangsang" and "Fooksang" leave about every 8 weeks for Shanghai and returning via Kobe (Inland Sea) and Moji to Hongkong.

These vessels have all modern improvements and are fitted throughout with Electric Light.

A duly qualified surgeon is also carried.

Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.

† Taking Cargo on Through Bills of Lading to Yangtze Ports, Chefoo, Tientsin & Newchwang.

† Taking Cargo on Through Bills of Lading to Kuantan, Lahad Datu, Simporna, Tawau, Usukan, Jesselton & Labuan.

For Freight or Passage, apply to JARDINE MATHESON & CO., LD.
Telephone No. 215.
Hongkong, 1st November, 1911.

THE BANK LINE, LTD.

REGULAR SERVICE FROM HONGKONG FOR VANCOUVER, SEATTLE and PORTLAND (Or.) via SHANGHAI and JAPANESE PORTS.

Steamer	Captain	Tons D'W	On or about
"STRATHLYON".....	J. B. Shaw	8,000	November 21st.

To be followed by other steamers of the Company at regular intervals.

The Steamers of the Bank Line, Ltd., carry cargo on through Bills of Lading to all Overland Common Points in the United States of America and Canada, and also for the chief ports in Mexico, Central and South America. Will call at Amoy and Keelung if sufficient indentment offers.

These steamers are of the Newest Design, have most Commodious Accommodation, and are fitted with Electric Light and Wireless Telegraphy.

Special Parcel Express to American and Canadian Ports.

For Rates of Freight or Passage apply to—
THE BANK LINE, LIMITED,
KING'S BUILDING, Praya Central.

Telephone No. 780,
Hongkong, 26th October, 1911.

NEW LINE OF STEAMERS
TO
SOUTH AFRICAN PORTS.

ORIENTAL AND AFRICAN LINE.

REGULAR Direct Service from Japan, China, and Straits to Beira, Delagoa Bay, Capetown, East London, Port Elizabeth and Cape Town, calling at Mauritius if sufficient indentment offers, and affording the Quickest Freight Transport from the Orient to South Africa.

PROPOSED SAILINGS.
S.S. "DUNERIE".....8,000 tons.....To be despatched end Dec.
S.S. "KATANGA".....5,600.....To follow and regularly thereafter.

For rates of Freight or Passage, apply to—
THE BANK LINE, LIMITED,
KING'S BUILDING, Praya Central.

Page 2nd August, 1911.

Shipping—Steamers

NIPPON YUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP CO.)



PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION

DESTINATIONS.	STEAMERS.	SAILING DATES, 1911
MARSEILLES, LONDON AND ANTWERP VIA SINGAPORE, PENANG, COLOMBO AND PORT SAID.....	KAGA MARU, Capt. M. Hagino, Tons 7,000 ATSUTA MARU, Capt. Wm. Thompson, T. 9,000 HITACHI MARU, Capt. T. Yamawaki, T. 7,000	WEDNESDAY, 8th Nov., at Daylight WEDNESDAY, 22nd Nov., at Daylight WEDNESDAY, 6th Dec., at Daylight

VICTORIA, B.C. & SEATTLE.....	KAMAKURA MARU, Capt. J. Richards, Tons 7,000	SATURDAY, 4th Nov., from KOBE
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VICTORIA, B.C. & SEATTLE via SHANGHAI, MOJI, KOBE, YOKOHAMA, OHI, & YOKOHAMA.....	AWA MARU, Capt. Iizawa, Tons 7,000 INABA MARU, Capt. S. Tomioka, Tons 7,000	TUESDAY, 7th Nov., at Noon TUESDAY, 5th Dec., at Noon
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SYDNEY & MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE.....	YAWATA MARU, Capt. I. Sekino, Tons 5,000 NIKKO MARU, Capt. M. Yagi, T. 6,000	FRIDAY, 24th Nov., at Noon THURSDAY, 21st Dec., at Noon
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SHANGHAI, MOJI & KOBE.....	GEYLON MARU, Capt. Tazawa, Tons 6,000	TUESDAY, 7th November.
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NSAKI, KOBE & YOKOHAMA.....	NIKKO MARU, Capt. M. Yagi, T. 6,000	WEDNESDAY, 22nd Nov., at Noon
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KOBE & YOKOHAMA.....	MIYASAKI MARU, Capt. T. Murai, T. 9,000	THURSDAY, 4th Nov., at 11 A.M.
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§ Fitted with new system of wireless telegraphy.

* Carries 40 passengers. † Cargo only.

NEW LINE OF STEAMERS BETWEEN
KOBE and CALCUTTA.

Regular service (once in every 18 days) from Kobe to Calcutta calling at Hongkong, Singapore, Penang and Rangoon.

The first steamer to sail from Hongkong: "KIRIN MARU".....Tons 4,000.....Capt. Deguchi.....Nov. 2nd.

1912 PASSENGER SEASON 1912
FOR EUROPE.

Steamer	Tons	Captain	From Hongkong
TANGO MARU	8,000	K. Kawara	Feb. 14th.
KAMO MARU	9,000	F. L. Sommer	Feb. 28th.
AKI MARU	7,000	K. Homma	Mar. 13th.
MISHIMA MARU	9,000	A. O. Moses	Mar. 27th.
KAGA MARU	7,000	M. Hagino	April 10th.
ATSUTA MARU	9,000	Wm. Thompson	April 24th.
HITACHI MARU	7,000	T. Yamawaki	May 8th.
MIYASAKI MARU	9,000	T. Murai	May 22nd.

Steamer	Tons	Captain	From Hongkong
INABA MARU	7,000	S. Tomioka	Feb. 27th.
TAMBA MARU	7,000	K. Noda	Mar. 26th.
SANUKI MARU	7,000	T. Iizawa	April 9th.
AWA MARU	7,000	S. Tomioka	April 23rd.
INABA MARU	7,000	S. Tomioka	May 21st.

From Hongkong direct to Nagasaki 4 days, to Kobe 5 days and to Yokohama 6 days.

For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office in Prince's Buildings, First Floor, Chater Road.

T. KUSUMOTO, Manager.

CHINA NAVIGATION
CO. LTD.

SAILINGS SUBJECT TO ALTERATION.

For	STEAMERS.	To Sail.
SHANGHAI.....	"CHENAN".....	2nd Nov., 4 p.m.
SHANGHAI.....	"LINAN".....	4th " M'night.
WEIHAIWEI & TIENSIN.....	"HUICHOW".....	6th " D'light.
MANHA, ILOILO & CEBU.....	"TEAN".....	7th " 4 p.m.

DIRECT SAILING TO WEST RIVER, Twice Weekly.
S.S. "LINTAN" and S.S. "SANUL"

AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in Staterooms. A duly qualified Doctor is carried. REDUCED FARES. Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

MANILA LINE—Twin screw Steamers "Tosa" and "Taming," saloon accommodation, electric fans fitted; extra state-rooms on deck, aft. Saloon accommodation of a.s. "Kailong" is situated on deck, aft.

SHANGHAI LINE—FAST SCHEDULE TWIN-SCREW STEAMERS ("Anhai, Chusan, Linan, Chinkai")—with excellent passenger accommodation. Electric Light throughout and Electric Fans in the Staterooms and Dining Saloon, leave Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

N.B.—Passengers must embark before midnight on Saturday for the Sunday morning sailings. A Company's launch leaves Murray Pier at ten o'clock every Saturday night.

These steamers land passengers in Shanghai, avoiding the inconvenience of transhipment at Woo ong.

Reduced Fares:—Single \$45. Return \$75.
For Freight or Passage apply to—
BUTTERFIELD & SWIRE,
Telephone No. 88,
Hongkong, 1st November, 1911.

Shipping—Steamers

HAMBURG-AMERIKA LINIE
IN CONJUNCTION WITH
Deutsche Dampfschiffahrts Gesellschaft "HANSA."

EAST ASIATIC SERVICE,
Regular Sailings from JAPAN, CHINA and PHILIPPINES,
via STRAITS and COLOMBO,
to
Marseilles, Havre, Bremen and Hamburg and New York.

Taking cargo at Through rates to all European North Continental and British Ports, also Trieste, Lisbon, Oporto, Genoa and other Mediterranean Levantine, Black Baltic Sea and Ports, and all North and South American Ports.

Next Sailings from Hongkong:

OUTWARD.	HOMEWARD.
For Shanghai, Kobe & Yokohama: S.S. Slavonia.....3rd Nov. S.S. Scandia.....18th Nov. S.S. Spezia.....2nd Dec. S.S. Segovia.....14th Dec. S.S. Silesia.....27th Dec. S.S. Ambria.....10th Jan. S.S. Goldschmidt.....24th Jan.	For Havre & Hamburg: S.S. "Bayern".....8th Nov. S.S. "Rothemann".....12th Nov. S.S. "Sachsen".....12th Nov. S.S. "Arcadia".....16th Nov. S.S. "Frederick".....21st Nov. S.S. "Rotterdam".....24th Nov. S.S. "Sibonia".....6th Dec.

For Further Particulars, apply to—
Hamburg-Amerika Linie,
Hongkong Office.

Hongkong, 30th October, 1911.

HONGKONG—
PHILIPPINES
STEAMSHIP CO.

Steamship.	Tons.	Captain.	For	Sailing Date.
ZAFIRO.....	4000	M. C. Smith.	MANILA, CEBU & ILOILO	FRIDAY, 10th Nov., 4 p.m.
EUDI.....	4000	S. Croly.	MANILA, CEBU & ILOILO	MONDAY, 20th Nov., 4 p.m.

For Freight or Passage apply to—
SHEWAN, TOMES & CO.
GENERAL MANAGERS.

Hongkong, 1st November, 1911.

A. R. MARTY.

HONGKONG—HOIHOW—HAIPHONG—PAKHOI.

Highest Class, Fastest, and Up-to-date Steamers on the Coast, having accommodation for First-class Passengers.

Electric Light, Excellent Cuisine, and Wireless Telegraphy.

For	Steamship	Captain	Tons	Leaving

For Freight and Passage, apply to—
A. R. MARTY,
24, Des Vaux Road.
Telephone 118.
Hongkong, 12th June, 1911.

THE EASTERN & AUSTRALIAN
STEAMSHIP CO., LIMITED.

Mail Service to Australia.

MAIL SCHEDULE
(SUBJECT TO MODIFICATION).

Steamers	Arrive Hongkong from Australia	Leave Hongkong for Australia
ST. ALBANS.....	20th Oct.	Saturday, Nov. 11.
EASTERN.....	17th Nov.	Dec. 3.
ALDENHAM.....	1st Dec.	Dec. 23.

The above Steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and are lighted throughout with Electricity. All State-rooms have Electric Fans. A duly qualified Doctor and Stewards are carried.

For further particulars, apply to—
Gibb, Livingston & Co.,
Agents.

TOYO KISEN KAISHA
Imperial Japanese Trans-Pacific Mail Line.

SAN FRANCISCO LINE

Connecting with the Western Pacific Railway at San Francisco to all points in the United States and Canada and with Trans-Atlantic Lines to Europe.

PROPOSED SAILING FROM HONGKONG. (Subject to alteration.)

Steamer	Tons	Captain	Date of sailing
S.S. "Shinyo Maru".....	21,000	H. S. Smith	Nov. 3rd, Noon.
S.S. "Chiyō Maru".....	21,000	W. W. Green	Nov. 1st, Noon.
S.S. "Nippon Maru".....	11,000	A. G. Stevens	Dec. 22nd, Noon.
S.S. "Tōnyō Maru".....	21,000	E. Bent	Dec. 29th, Noon.

These steamers are equipped with Turbine Engines and Triple Screw. All steamers carry Japanese Government wireless telegraph and post office. The Triple Screw steamer Shinyo Maru will be dispatched for San Francisco via SHANGHAI, NAGASAKI, KOBE, YOKOHAMA and HONOLULU on FRIDAY, the 3rd November, at Noon.

INTERMEDIATE SERVICE.
The S.S. "Nippon Maru" will be run as an Intermediate Steamer on and from 22nd December, 1911. Rates of passage furnished on application.

SOUTH AMERICAN LINE.

In connection with the National Railway of Mexico at Manzanillo and the Tehuantepec National Railway at Salina Cruz.

Only Regular Direct Service to Mexican, Chilean, and Peruvian Ports.

PROPOSED SAILINGS FROM HONGKONG (Subject to Alteration).
Steamer Tons
Hongkong Maru.....11,000.....Wednesday, Dec. 13, Noon.
Kiyo Maru.....17,500.....Tuesday, Feb. 18, Noon.
The steamer "HONGKONG MARU" will be dispatched for MEXICO, PERUVIAN and CHILEAN PORTS on FRIDAY, the 3rd November, at Noon.
For Further Particulars apply to—
K. MATEDA, Agent,
KING'S BUILDING, Praya Central, Hongkong.

COMMERCIAL.

Rubber Production.

The following letter from Mr. E. L. Coghlan has appeared in the London "Globe":—"Much has been said about over-production of rubber in Malaya, and Sir John Anderson's figure of 70,000 tons for 1910 has come to be looked upon as the official standard. The late Governor of the Straits quoted this figure at the opening of the Agri-Horticultural Show in Singapore last year. He then had before him evidence of planting operations all over the Straits and F.M.S., and just then a further autumn boom in London was anticipated. The latter never came off, and rubber prices have steadily continued in their decline—with what result? Thousands of acres planted up last year, with the hope of finding a London market size, for want of working capital, rapidly going back into jungle andalang grass. In Malaya there is no winter to retard plant growth, and as weeds and the dreadedalang grass grow quicker than the rubber trees, I feel quite safe in stating that at least 40 per cent. of boom plantings will never reach maturity. This, coupled with disease on even well-cared forestations, will help to account for the shrinkage in future productions, as generally estimated, and which, if divided by 2, would be nearer the mark. No doubt this will be brought home more forcibly next year, when, instead of the estimated 30,000 tons, something like 18,000 tons is produced. Of course, these remarks do not apply to the big plantation companies with plenty of available working capital.

THE ABOR EXPEDITION.
Prospect of a Long Period of Guerilla Warfare.

The general plan of operations likely to be followed in the Abor expedition, says the "Pioneer," will be an advance in the first instance of the whole force towards the chief villages. Later there will be successive movements of columns to villages of lesser importance throughout the area. This plan is necessitated by the fact that only narrow and difficult tracks give access to the Abor country, and that if numerous small columns were unable at the start to execute wide turning movements they might run the risk of being cut off, as they could not afford each other assistance in the dense jungle, in which they would be enveloped. It is expected that the Abors, whose fighting strength, if all classes were mustered, is put at from ten to twelve thousand men, will concentrate to oppose the first advance. They are known not to have much respect for Indian troops, and hence they may make a stand which should afford an opportunity for inflicting at once a severe defeat upon them. If such should prove to be the case, further fighting will be of that desultory kind which undisciplined men resort to when they have suffered heavy losses in action. The object of the expedition will not be completely gained until the whole country has been traversed, as it is necessary to show the tribesmen that even their extreme fastnesses are accessible to our troops, and that Government has means wherewith to suppress savage lawlessness in the north-eastern borderlands. It is only in this way that permanent results can be ensured and further trouble avoided with Abors, as our dealings with the tribes since 1848 have shown that punitive expeditions penetrating for a short distance into the country were quite ineffective. Hence the change of methods which is now to be adopted.

A Blurburgh correspondent says that the Abors have declined to make common cause against the expeditionary force. Councils of war being held almost daily and messengers are being sent to tribes who still await development. There is every prospect of a prolonged guerrilla war in Aboland.

LOG BOOK.

The Compass.

The following appears in the "Hydrographic Bulletin" under "Questions and Answers."

"When a ship crosses the Equator is any effect produced on the needle of the compass? What is the effect? Explain why this takes place."

Answer.—The Hydrographic Office acknowledges receipt of your letter of the inquiring as to the effect produced on the needle of the compass when a ship crosses the Equator and the reasons therefor, and in reply desires to state that there is no distinctive effect upon the pointing of the compass needle with reference to the meridian which is due to the region of the Equator. In the region of the Terrestrial Equator the needle is directed in a magnetic meridian with greater intensity than in higher latitudes owing to the presence in this region of the line of maximum horizontal intensity of the terrestrial force. This line of maximum horizontal intensity encircles the earth very approximately to the line called the Magnetic Equator which joins all those places upon the earth where there is no dip or magnetic inclination; that is, all those places upon the earth in which a freely suspended magnetic needle would set itself horizontal. The line of maximum horizontal intensity and the line called the Magnetic Equator do not correspond with the better known Terrestrial Equator, but vary from it because the magnetic poles do not agree with the so-called terrestrial poles. The maximum distance between the Magnetic Equator and the Terrestrial Equator is 15 degrees. The line of maximum horizontal intensity crosses and recrosses the Magnetic Equator. The maximum departure of these two lines from one another is about 23 degrees. The north pointing end of a freely suspended magnetic needle inclines downward below the horizontal plane, and with a needle which is mounted to move in a horizontal plane like the compass needle it is necessary to add a weight to the south pointing end of the needle in order to balance the tendency of the north pointing end of the needle to incline downward. To the southward of the Magnetic Equator these conditions are reversed; that is, the south pointing end of the needle inclines below the horizontal plane and more as we proceed further south, and north pointing end of a compass needle must be weighted in order to preserve its horizontality.

THE HOLIDAY CAT.

While other journals are devoting their space to correspondence on the subject of the alleged decay of English manners, one of our contemporaries concentrates its energies on the holiday cat, says the "Globe." It is not for the first time that the holiday cat stalks through the Press. Indeed, we cannot remember a year when this topic has not occupied the public attention. It is a problem, this of the holiday cat, which calls for ventilation. Cats undoubtedly suffer extremely unless properly looked after while the family is away at the sea-side; while Father is murmuring to himself, "I want to sit on the pier and hear the gay pierrots, the gay pierrots," and Albert and little Flora are quarrelling as to which shall have first bite at the strand-jelly-fish, this cat, looked up in the deserted home, is counting its ribs with growing uneasiness, and trying to tot up the number of hours that have passed since its last square meal. The latest suggestion is that the family should take the cat with them, but the difficulty is that the cat is a predatory animal, who cannot be relied upon to preserve hissing friendliness in the presence of other people's chickens. Cats are so useless. One correspondent speaks of a farmer who is training his cat to catch wasps, but so far without any great success. And no other channel of utility has been indicated. The cat is useless. He cannot be taken with the family. That is certain. But it is the family's duty to see that he is properly looked after in their absence.

AERTEX CELLULAR REGAL SHOES

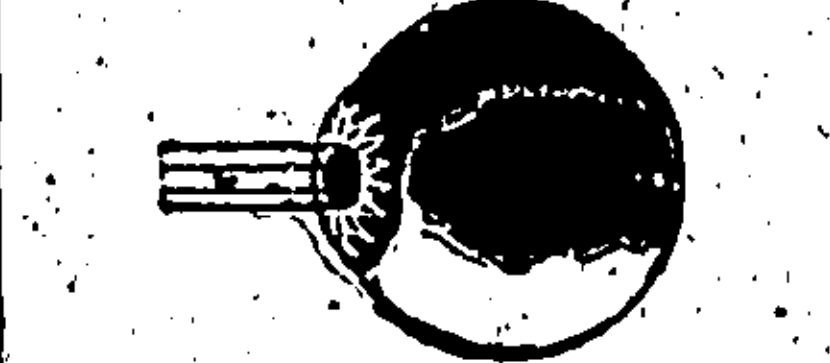
J. T. SHAW, TAILOR and OUTFITTER.

21, Hongkong Hotel Buildings, Queen's Road, [1911]

PEAK TRAMWAYS CO. LIMITED.

TIME TABLE.

WEEK DAYS.	
7.00 a.m. to 8.00 a.m. Every 15 min.	
8.00 a.m. to 10.00 a.m. " 10 min.	
10.00 a.m. to 11.00 a.m. " 15 min.	
11.30 a.m. to 12.45 p.m. " 15 min.	
12.45 p.m. to 1.15 p.m. " 10 min.	
1.15 p.m. to 1.45 p.m. " 15 min.	
1.45 p.m. to 2.15 p.m. " 10 min.	
2.15 p.m. to 5.00 p.m. " 15 min.	
5.00 p.m. to 8.10 p.m. " 10 min.	
NIGHT CARS.	
8.45 p.m. and 9 p.m., 9.45 p.m. to 11.30 p.m. every 15 minutes.	
SUNDAYS.	
8.00 a.m. to 10.30 a.m. every 15 min.	
10.30 a.m. to 11.00 a.m. " 10 min.	
11.45 a.m. to 12.00 noon " 15 min.	
12.00 noon to 1.00 p.m. " 10 min.	
1.00 p.m. to 5.00 p.m. " 15 min.	
5.00 p.m. to 7.00 p.m. " 10 min.	
7.00 p.m. to 8.10 p.m. " 15 min.	
NIGHT CARS on Week Days.	
SATURDAYS.	
Extra Cars at 11.45 p.m.	
SPECIAL CARS.	
By Arrangement at the Company's Office, Alexandra Buildings, Des Voeux Road.	
JOHN D. HUMPHREYS & SON General Managers, Hongkong, 16th June, 1911.	



SUN GLASSES.

Any tint made to any prescription. No charge for testing sight. Repairs of all description made by competent workmen.

N. LAZARUS, Ophthalmic Optician, 1a, D'Aguilar Street, Hongkong.

Hongkong, 24th July, 1911. [1911]

THE CHINA PROVIDENT LOAN AND MORTGAGE CO., LTD.

(Capital Paid up...\$1,250,000.)

Loans on Mortgage of House, Property &c. Goods received on Storage. Advances made on Merchandise. Loans made on the Provident System. (Rates and Particulars on application.) THE OFFICE OF TRUSTEE, EXECUTOR OF WILLS, ATTORNEY, &c., Undertaken and Executed. SHEWAN, TOMES & CO. General Managers. Hongkong, 19th March, 1909. [1911]

GRAVING WORK.

78 ft. by 8 ft. by 3 ft. 6 in. Pumps empty Dock in, 2-4 hours.

THREE PATENT SLIPWAYS

taking vessels up to 3,000 tons displacement, providing conditions for painting ships with most efficient results. 100-Ton ELECTRIC CRANE or Quay—ELECTRIC OVERHEAD CRANES Take up to 100 Tons. Estimates given for Docking, Repair to Hull and Machinery. Constructional Work.

AGENTS AND MANAGERS:

BUTTERFIELD & SWIRE HONGKONG, CHINA.

SHIPBUILDERS, SALVORS, AND REPAIRERS, BOILERMAKERS, FORGEMASTERS, BRASS AND IRON FOUNDERS, CONSTRUCTIONAL, ELECTRICAL AND MECHANICAL ENGINEERS. Modern Appliances for quick construction and repair of Ships: Engines, Boilers, Railway Rolling Stock, Bridges, and all Classes of Engineering, Iron and Wood Work. Electrical Drives, Hydraulic & Pneumatic Tools, installed throughout the Works. 60-ton Hydraulic TESTING MACHINES for Chains, Wire Ropes, Rivets and Metal Specimens. TAIKOO DOCKYARD & ENGINEERING CO. OF HONGKONG, LIMITED. TAIKOO DOCKYARD, HONGKONG. Telephone 1444. TAIKODOCK.

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY

(ALL de-patch VESSELS to the Un-mentioned PORTS on or about the DATES named—)

FOR	STEAMERS	TO SAIL ON	REMARKS
LONDON & ANTWERP	WELBY, S. FORM, PENANG, C. MOO, PORT SAID AND MARSHALLS	SOMATHA, Capt. W. H. Lu Mar, R.N.R., 2nd Nov.	Freight and Passage.
SHANGHAI, MOJIL, KOBE & YOKOHAMA	PAWLAN, Capt. C. R. Longden, R.N.R.	About 3rd Nov.	Freight and Passage.
SHANGHAI	DELTA, Capt. E. P. Martin, R.N.R.	9th Nov.	Freight and Passage.
LONDON, VIA	ANGLO, Capt. S. B. Graham	Noon, 11th Nov.	See Special Advertisement.

For Further Particulars, apply to E. A. HEWETT, Superintendent, P. & O. S. N. Co.'s Office, Hongkong, 3rd October, 1911.

NORDDEUTSCHER LLOYD BREMEN.

IMPERIAL GERMAN MAIL LINES.

For STEAMERS TO SAIL ON

NAPLES, GENOA, ALGIER, GIBRALTAR, SOUTHAMPTON, ANTWERP and BREMEN	"PRINZ FRIEDRICH" Capt. E. Malschew, 16,000	WEDNESDAY, 1st November, at Noon.
SHANGHAI, NAGASAKI, KOBE and YOKOHAMA	"PRINCESS ALICE" 20,290 Capt. P. G. Gorch	THURSDAY, 2nd November, About.
MANILA, ANGAUR, YAP, NEWGUINEA, BRISBANE, SYDNEY & MELBOURNE	"PRINZ WALDEMAR" 6,100 Capt. H. Brumer	SATURDAY, 4th November, at 10 a.m.
KOBE & YOKOHAMA	"COLENS" 6,750 Capt. L. Klugkist	FRIDAY, 11th Nov., About.

All the steamers of the European Line are fitted with Wireless Telegraphy.

New System of Telefunken.

For further Particulars, apply to

NORDDEUTSCHER LLOYD MELCHERS & CO., GENERAL AGENTS, HONGKONG and CHINA

Hongkong, 20th October, 1911. [1911]

A. P. JEANNOU, 15, Queen's Road Central.

Just arrived a Large Stock from Italy,

MACARONI, VERMICELLI and SPAGHETTI,

in Packets of 1 lb. and in Boxes of 45 lbs. [1911]

THE LEEDS FORG CO., LTD., LEEDS.

Specialists in the Manufacture of RAILWAY ROLLING STOCK of every description.

Pioneers in the Design and Manufacture of PRESSED STEEL UNDERFRAMES and BOGIES and ALL STEEL RAILWAY WAGONS.

The Undersigned have been appointed Sole Agents in Hongkong and China.

THE AKO DICKY LTD & ENGINEERING CO. OF HONGKONG, LTD.

Agents, BUTTERFIELD & SWIRE.

Hongkong, 23rd September, 1911. [1911]

SHIPBUILDERS, SALVORS, AND REPAIRERS, BOILERMAKERS, FORGEMASTERS, BRASS AND IRON FOUNDERS, CONSTRUCTIONAL, ELECTRICAL AND MECHANICAL ENGINEERS.

Modern Appliances for quick construction and repair of Ships: Engines, Boilers, Railway Rolling Stock, Bridges, and all Classes of Engineering, Iron and Wood Work. Electrical Drives, Hydraulic & Pneumatic Tools, installed throughout the Works.

60-ton Hydraulic TESTING MACHINES for Chains, Wire Ropes, Rivets and Metal Specimens.

TAIKOO DOCKYARD & ENGINEERING CO. OF HONGKONG, LIMITED. TAIKOO DOCKYARD, HONGKONG. Telephone 1444. TAIKODOCK.

THREE PATENT SLIPWAYS taking vessels up to 3,000 tons displacement, providing conditions for painting ships with most efficient results.

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AGENTS AND MANAGERS:

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Shipping-Steamers.

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Highest Class, Fastest and Most Luxurious Steamers on the Coast, having splendid Accommodation for First-Class Passengers. Electric Light. Excellent Cuisine.

FOR SWATOW, AMOY AND FOCHOW AND RETURN.

(Occupying 9 to 10 days.)

STEAMSHIPS. CAPTAIN. LEAVING.

Haiyang... Capt. J. W. Evans... FRIDAY, 3rd Nov., at 11 a.m.

Haitan... Capt. J. S. Roach... FRIDAY, 10th Nov., at 11 a.m.

Steamers will arrive at, and depart from the Co.'s Wharf near Blake Pier.

For Freight and Passage, apply to

Douglas, Lapraik & Co., General Managers.

JAVA-CHINA-JAPAN LIJN.

Regular Fortnightly Service between JAVA, CHINA and JAPAN.

Steamer From Expected on or about For Will leave on or about

Tilbodas... SHANGHAI... JAPAN... 1st half Nov... 1st half Nov

Tilkin... JAPAN... SHANGHAI... 1st half Nov... 1st half Nov

Tililap... SHANGHAI... JAPAN... 1st half Nov... 1st half Nov

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To Sail

FOR SINGAPORE, PENANG AND CALCUTTA.

(Taking Cargo on Through Bills of Lading to Rangoon, Madras, and Mauritius.)

THE Steamship

"ARRATOON APCAR,"

Captain G. F. Hudson, will be despatched for the above ports on THURSDAY, the 2nd November, at 8 a.m.

For Freight or Passage, apply to

DAVID SASSOON & CO., LD.

Agents, Hongkong, 30th Oct., 1911. [1911]

FOR SHANGHAI, KOBE AND MOJIL.

THE Steamship

"JAPAN,"

Captain A. Stewart, will be despatched for the above ports on THURSDAY, the 2nd November, at 8 p.m.

The Steamer has superior accommodation for passengers, is installed throughout with Electric Light, and carries a fully certified doctor.

RETURN TOURS TO JAPAN (occupying 20 days).

The Steamer leaves about every 8 weeks for Shanghai and Kobe (Inland Sea), returning via Moji, providing a stay of 5 to 6 days in Japan.

Return tickets are available by the Indo-China Steam Navigation Co.'s Steamers. Fare for round trip \$120.

For freight & passage, apply to

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